SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

239

Effective Sunday, March 26, 1944, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT, *General Manager.*	R. E. HALLAWELL, *Assistant General Manager.*	G. C. BAKER, *General Superintendent of Transportation.*	C. H. GRANT, *Superintendent of Transportation.*	J. C. GOODFELLOW, *Superintendent.*

EASTWARD

MARTINEZ SUBDIVISION

Time Table No. 239

March 26, 1944

Capacity of sidings in car lengths	FIRST CLASS																		Distance from San Francisco	STATIONS		
	10	20	88	28	18	26	248	102	24	15	246	244	22	56	52	224	204	262				
	Passenger	Klamath	Challenger	San Francisco Overland Limited	Oregonian	Owl	El Dorado	Streamliner City of San Francisco	Cascade	West Coast	Statesman	Statesman	Pacific Limited	Passenger	San Joaquin	Senator	Passenger	Passenger				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	8.30 PM	8.00 PM	7.30 PM	7.00 PM	6.30 PM	5.00 PM	5.00 PM	4.30 PM	4.00 PM		1.30 PM	1.30 PM	9.00 AM	8.30 AM	8.00 AM	7.30 AM	4.30 AM		0.0	SAN FRANCISCO E. 3.5		Oakland Ferry
	8.50	8.20	7.50	7.20	6.50	5.20	5.20	4.50	4.20		1.50	1.50	9.20	8.50	8.20	7.50	4.50		3.5	OAKLAND PIER		
Oakland Yard: BKWI P	9.10 PM	8.40 PM	8.10 PM	7.45 PM	7.15 PM	5.35 PM	5.27 PM	5.02 PM	4.35 PM		2.00 PM	1.55 PM	9.35 AM	9.05 AM	8.30 AM	7.56 AM	5.30 AM		3.5	TO-R OAKLAND PIER E. 1.4	A. B. S.	Double Track
BKWOITY P																			(4.9)	(TO-R WEST OAKLAND) E. 2.0		
IP	s 9.22	s 8.55	s 8.25	s 8.00	s 7.30	s 5.50	s 5.34	s 5.10	s 4.44		s 2.10	s 2.04	s 9.47	s 9.13	s 8.38	s 8.02	s 5.40		5.5	OAKLAND (16th Street) E. 1.5		
IP																			7.0	TO SHELLMOUND E. 2.2	Automatic Train Control	
P	s 9.37	s 9.10	s 8.41	s 8.15	s 7.45	s 6.05	s 5.43	s 5.20	s 4.55		s 2.21	s 2.13	s 10.00	s 9.24	s 8.49	s 8.11	s 5.51		9.2	BERKELEY (University Ave.) E. 5.8		
P	s 9.50	s 9.25	8.55	s 8.30	8.00	s 6.20	5.52	5.28	5.03		s 2.33	s 2.23	s 10.13	s 9.36	s 9.00	8.20	s 6.03		15.0	RICHMOND E. 1.6		
WP																			16.6	SAN PABLO E. 3.2		
E 41 W 37 P																			19.8	SOBRANTE E. 3.2		
E 105 W 95 P	10.02	9.37	9.10	8.42	8.12	6.32	6.01	5.36	5.13		s 2.45	f 2.34	10.25	f 9.48	9.11	8.29	s 6.18		23.0	TO PINOLE E. 5.9		
Port Costa Yard: P	s 10.22	s 9.54	s 9.30	s 8.58	s 8.30	s 6.52	s 6.11	5.44	5.21		s 3.05	s 2.52	s 10.45	s 10.08	s 9.26	8.37	s 6.38		28.9 29.0	CROCKETT E. 2.1		
BK WOT P	f 10.27	9.58	9.34	9.02	8.34	6.56	6.14	5.47	5.24		s 3.11	s 2.57	10.49	s 10.14	9.30	8.40	s 6.46		31.1	R PORT COSTA E. 1.9		
M 116 P																			33.1	OZOL E. 1.7		
WIP	s 10.43	s 10.10	s 9.47	s 9.13	s 8.50	s 7.02 PM	s 6.22	5.53	5.30		s 3.35	s 3.08	s 10.57	s 10.21 AM	s 9.36 AM	8.46	s 7.13		34.7 31.7	TO-R MARTINEZ E. 5.7		
M 118 P	10.51	10.18	9.55	9.21	8.58		6.29	6.00	5.38		3.43	3.16	11.07			8.53	7.21		38.0	BAHIA E. 10.1	A. B. S.	
Yd. Lmt.: E 83 W 87 BKWOY	s 11.10	10.35	10.10	9.36	9.13		s 6.41	6.09	5.49		s 4.05	s 3.33	11.23			9.04	s 7.50		48.9	TO-R SUISUN-FAIRFIELD E. 11.9		
M 88 WYP	11.25	10.50	10.23	9.49	9.27		6.53	6.18	6.01		f 4.19	f 3.46	11.36			9.15	s 8.12		59.4	ELMIRA E. 8.1		
M 74 WP	11.36	11.02	10.32	9.58	9.37		7.01	6.26	6.10		s 4.37	s 3.57	11.49 AM			9.23	s 8.27		67.5	DIXON E. 8.8		
Yard Limits E 80 W 81 KWIY P	s 11.50	s 11.15 PM	10.45	s 10.11	s 9.50 PM		s 7.13	6.35	s 6.25 PM	5.40 PM	s 4.55	s 4.10	f 12.05 PM			s 9.33	s 8.50	7.45 AM	75.6	TO-R DAVIS E. 4.5		
M 100 P	11.56 PM		10.51	10.18			7.19	6.39		5.46	5.01	4.16	12.11			9.38	8.56	7.52	80.4	WEBSTER E. 6.5		
Sacramento Yard: IP																			86.9	Sacramento Northern Ry. Crossing E. 2.1		
BKW OTY P	s 12.10 AM		s 11.05 PM	s 10.35 PM			s 7.35 PM	s 6.50 PM		s 6.00 PM	s 5.15 PM	s 4.30 PM	s 12.25 PM			s 9.50 AM	s 9.15 AM	s 8.05 AM	89.0	TO-R SACRAMENTO		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Sunday and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(88.4)		
	(3.00) 29.40	(2.35) 29.03	(2.55) 30.31	(2.50) 31.20	(2.35) 29.03	(1.27) 21.45	(2.08) 41.43	(1.48) 49.11	(1.50) 40.91	(0.20) 40.20	(3.15) 27.25	(2.35) 34.22	(2.50) 31.20	(1.16) 24.55	(1.06) 28.27	(1.54) 46.53	(3.45) 23.57	(0.20) 40.20		Time over District Average Speed per Hour		

RULES 86 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 3 and 4 for additional schedules between Oakland Pier and Sacramento.

See page 3 for additional stations between Oakland Pier and Sacramento.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

When distant signal 328 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 550 feet west of Bridge signal 332SA, opposite white concrete marker block.

No. 204 reduce speed to 10 MPH at Giant on Sundays to dispatch papers.

No. 204 stop at Rodeo and Selby daily.

No. 56 stop at Selby daily.

No. 18 stop on flag at Richmond daily except Saturday and Sunday to receive express and mail for Portland or beyond.

No. 88 stop on signal at Davis to detrain helper conductor.

★No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23d, 26th and 29th of each month.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
204	Giant, Oleum, Tormey, Pierce, Cygnus, Teal, Jacksnipe, Tolenas, Tremont	Daily	Any station	Any station
56	Rodeo, Oleum, Tormey	Daily	Any station	Any station
56	Stege	Sun. & Hol.	Any station	Any station
56	Giant	Daily Ex. Sun. & Hol.		Richmond
22	Suisun-Fairfield, Dixon	Daily	Reno	
244	Giant, Rodeo, Oleum, Selby	Sun. & Hol.	Any station	Any station
246	Certainteed Pro. Co. (San Pablo), Giant, Rodeo, Oleum, Selby, Vanden, Cannon	Daily except Sun. & Hol.	Any station	Any station
248	Dixon	Daily		Berkeley
18	Richmond, Suisun-Fairfield and Dixon	Daily	Woodland	
18	Dixon	Fri. Sat. & Sun.		Berkeley
28	Oleum, Selby, Suisun-Fairfield, Elmira, Dixon	Daily	Ogden	
88	Richmond, Oleum, Selby, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Sparks	
20	Suisun-Fairfield, Elmira and Dixon	Daily	Woodland	
10	Oleum, Selby, Elmira and Dixon	Daily	Roseville	
10	Elmira, Dixon	Daily		Any station
10	Cygnus	Saturdays and Sundays		Berkeley

MARTINEZ SUBDIVISION

WESTWARD

Time Table No. 239

March 26, 1944

				FIRST CLASS																	
			Distance from Sacramento	21	9	27	25	101	247	19	87	16	23	229	243	55	223	51	17	241	261
				Pacific Limited	Fast Mail	San Francisco Overland Limited	Owl	Streamliner City of San Francisco	El Dorado	Klamath	Challenger	West Coast	Cascade	Governor	Governor	Passenger	Senator	San Joaquin	Oregonian	Sierra	Passenger
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Sunday and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	SAN FRANCISCO W. 3.5	Oakland Ferry	92.0	6.50AM	7.20AM	9.20AM	9.20AM	9.50AM	9.50AM	10.50AM	10.50AM		2.50PM	5.50PM	5.50PM	6.50PM	7.50PM	9.30PM	10.20PM	10.50PM	
	OAKLAND PIER		88.5	6.30	7.00	9.00	9.00	9.30	9.30	10.30	10.30		2.30	5.30	5.30	6.30	7.30	9.10	10.00	10.30	
A. B. S.	TO-R **OAKLAND PIER** W. 2.0	Double Track	88.5	s 6.05AM	s 6.45AM	s 8.35AM	s 8.45AM	s 9.15AM	s 9.25AM	s 10.10AM	s 10.15AM		s 2.15PM	s 5.25PM	s 5.25PM	s 6.15PM	s 7.24PM	s 8.55PM	s 9.40PM	s 10.25PM	
	(TO-R **WEST OAKLAND**) W. 1.0		(87.5)																		
	OAKLAND (16th Street) W. 1.5		86.5	s 5.56	s 6.35	8.26 s 8.21	s 8.35	s 9.08	s 9.19	s 10.02	10.08 s 10.03		s 2.08	s 5.18	s 5.18	s 6.08	s 7.17	s 8.48	s 9.32	s 10.18	
	TO **SHELLMOUND** W. 2.2		85.0																		
	BERKELEY (University Ave.) W. 5.8		82.8	s 5.38	s 6.20	s 8.10	s 8.20	s 8.58	s 9.10	s 9.47	s 9.54		s 1.52	s 5.03	s 5.06	s 5.55	s 7.05	s 8.34	s 9.17	s 10.05	
	RICHMOND W. 1.6		77.0	5.20	s 5.47	7.55	s 8.06	8.43	9.00	s 9.32	s 9.40		1.38	s 4.50	s 4.55	s 5.40	s 6.53	s 8.21	s 9.02	s 9.52	
Automatic Train Control	**SAN PABLO** W. 3.0		75.4																		
	SOBRANTE W. 4.1		72.2																		
	TO **PINOLE** W. 5. 7		69.0	5.02	5.27	7.41	7.51	8.34	8.49	9.16	9.25		1.27	s 4.35	4.43	f 5.24	6.39	8.07	8.46	f 9.36	
	CROCKETT W. 2.1		63.1	s 4.50	s 5.17	s 7.30	s 7.40	8.26	8.41	s 9.05	s 9.14		1.17	s 4.18	s 4.33	s 5.09	s 6.29	s 7.57	s 8.35	s 9.20	
	R **PORT COSTA** W. 2.4		61.0						s 8.37					s 4.08	s 4.27	s 4.58				s 9.08	
	OZOL W. 0.5		59.0																		
	TO-R **MARTINEZ** W. 7.2		57.4	4.32	4.56	7.15	7.23AM	8.17	s 8.31	s 8.50	s 8.54		1.05	s 4.02	s 4.21	4.50PM	s 6.18	7.41PM	s 8.20	s 9.02	
A. B. S.	**BAHIA** W. 10.6		51.0	4.18	4.47	7.02			8.21	8.32	8.39		12.54	3.47	4.10		6.06		8.03	8.47	
	TO-R **SUISUN-FAIRFIELD** W. 10.0		40.1	4.00	4.36	6.50		8.02	8.11	f 8.22	8.27		12.44	s 3.37	s 4.00		s 5.56		s 7.52	s 8.37	
	ELMIRA W. 8.1		29.6	3.44	4.26	6.34			8.01	8.09	8.14		12.33	f 3.22	s 3.47		5.44		7.39	8.22	
	DIXON W. 9.1		21.5	3.32	4.18	6.23		7.47	7.53	s 8.00	8.05		12.25	s 3.12	s 3.38		5.36		7.30	s 8.12	
	TO-R **DAVIS** W. 3.8		13.4	f 3.20	4.10	f 6.12		7.39	7.45	7.50AM	7.55	s 10.40AM	12.15PM	s 3.00	s 3.28		s 5.27		7.20PM	s 8.00	s 10.50PM
	WEBSTER W. 6.5		8.6	3.07	4.05	6.02		7.35	7.40		7.47	10.32		2.50	3.20		5.20			7.50	10.42
	Sacramento Northern Ry. Crossing W. 2.1		2.1																		
	TO-R **SACRAMENTO**		0.0	2.55AM	3.55AM	5.50AM		7.25AM	7.30AM		7.35AM	10.20AM		2.40PM	3.10PM		5.10PM			7.40PM	10.30PM
	(88.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour			(3.10) 27.95	(2.50) 31.23	(2.45) 32.18	(1.22) 22.75	(1.50) 48.27	(1.55) 46.17	(2.20) 32.19	(2.40) 33.19	(0.20) 40.20	(2.00) 37.55	(2.45) 32.18	(2.15) 39.33	(1.25) 21.95	(2.14) 39.63	(1.14) 25.21	(2.20) 32.19	(2.45) 32.18	(0.20) 40.20

★No. 101 leave and arrive 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th and 31st of each month.

RULES 86 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2 and 4 for additional schedules between Oakland Pier and Sacramento.

Automatic train control westward track from 100 ft. east of Signal 357 to Martinez.

When distant Signal 347 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 1250 feet east of Bridge signal 337SA, opposite white mark on bridge.

No. 21 reduce speed to 10 MPH at Richmond to dispatch mail.

No. 9 reduce speed to 15 MPH at Suisun-Fairfield to dispatch mail.

No. 87 reduce speed to 10 MPH at Davis to dispatch mail.

No. 229 stop at San Pablo Mondays, Wednesdays, Thursdays and Fridays.

No. 17 reduce speed to 10 MPH at Elmira on Sundays to receive mail.

No. 241 stop on flag at Teal Saturdays to entrain or detrain passengers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
21	Any Station	Daily		Ogden
27	Dixon, Suisun-Fairfield	Daily		Reno
27	Elmira, Martinez, Selby, Oleum, Pinole, Richmond	Daily		Sacramento
87	Davis, Dixon, Elmira, Suisun-Fairfield Selby, Oleum, Pinole	Daily		Reno
23	Crockett	Daily		Portland
229	Cygnus	Daily exc. Sun. and Hol.	Any station	Suisun
229	Selby, Oleum, Rodeo, Hercules, Giant, Certainteed Pro. Co. (San Pablo)	Daily exc. Sun. and Hol.	Any station	Any station
243	Rodeo	Sun. and Hol.	Any station	Any station
55	Selby, Oleum, Rodeo	Daily	Any station	Any station
17	Dixon	Daily		Red Bluff
241	Oleum, Rodeo	Daily	Any station	Any station
261	Webster, Mikon, Swingle	Daily	Any station	Any station

ADDITIONAL STATIONS
(Pages 2, 3 and 4)

pEmeryville	MP 6.6
Paraffin	MP 7.4
pStockyards	MP 7.8
pStege	MP 13.1
pGiant	MP 18.9
pHercules	MP 23.8
pRodeo	MP 25.5
pOleum	MP 26.3
pTormey	MP 27.1
pSelby	MP 27.5
pEckley	MP 30.1
pNevada Dock	MP 32.2
Pierce	MP 40.1
pCygnus	MP 42.2
Teal	MP 43.2
Jacksnipe	MP 45.1
pTolenas	MP 51.9
Vanden	MP 53.8
Cannon	MP 55.4
Batavia	MP 64.2
pTremont	MP 71.8
Chiles	MP 77.1
Swingle	MP 79.1
Mikon	MP 86.3
Washington	MP 88.3

EASTWARD — MARTINEZ SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	476	515	464	601	412	442	410	470	Distance from San Francisco		Time Table No. 239 March 26, 1944 STATIONS		Distance from Sacramento	471	514	600	465	475	411
	THIRD CLASS				SECOND CLASS									SECOND CLASS	THIRD CLASS				
	Freight	Sacramento Division Freight	Freight	Sacramento Division Freight	Freight	Freight	Freight	Portland Freight						Oakland Freight	Sacramento Division Freight	Sacramento Division Freight	Freight	Freight	Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday
									0.0		**SAN FRANCISCO** 3.5	Oakland Ferry	92.0						
									3.5		**OAKLAND PIER**		88.5						
Oakland yard BKWI P									3.5	A. B. S.	TO-R **OAKLAND PIER** E. 1.4 — W. 2.0	Double Track	88.5						
P KWOITY	11.45 PM		9.00 AM		9.45 PM	9.30 PM	5.45 PM	2.00 AM	(4.9)		(TO-R **WEST OAKLAND**) E. 2.0 — W. 1.0		(87.5)	12.30 PM			2.00 PM	1.00 AM	2.00 AM
I P									5.5		**OAKLAND** (16th Street) E. 1.5 — W. 1.5		86.5						
I P									7.0	Automatic Train Control	TO **SHELLMOUND** E. 2.2 — W. 2.2		85.0						
P									9.2		**BERKELEY** (University Ave.) E. 5.8 — W. 5.8		82.8						
P									15.0		**RICHMOND** E. 1.6 — W. 1.6		77.0						
W P									16.6		**SAN PABLO** E. 3.2 — W. 3.0		75.4						
E 41 W 37 P									19.8		**SOBRANTE** E. 3.2 — W. 4.1		72.2						
E 105 W 95 P									23.0		TO **PINOLE** E. 5.9 — W. 5.7		69.0						
Port Costa yard P									28.9 29.0		**CROCKETT** E. 2.1 — W. 2.1		63.1						
BKWOT P			4.00 PM						31.1		R **PORT COSTA** E. 1.9 — W. 2.4		61.0				7.00 AM		
M 116 P									33.1		**OZOL** E. 1.7 — W. 0.5		59.0						
IWP	1.30 AM				11.45 PM	10.55	7.45 PM	3.45	34.7 31.7		TO-R **MARTINEZ** E. 5.7 — W. 7.2		57.4	10.40 AM				10.35 PM	11.40 PM
P M 118									38.0	A. B. S.	**BAHIA** E. 10.1 — W. 10.6		51.0						
Yard Limits E 83 W 87 P BKWOY	2.15					11.35 PM		4.25	48.9		TO-R **SUISUN-FAIRFIELD** E. 11.9 — W. 10.0		40.1	10.00				10.00	
M 88 WY P									59.4		**ELMIRA** E. 8.1 — W. 8.1		29.6						
M 74 W P									67.5		**DIXON** E. 8.8 — W. 9.1		21.5						
Yard Limits E 80 W 81 KWIY P	3.30	11.15 AM		8.30 AM		12.20 AM		5.30 AM	75.6		TO-R **DAVIS** E. 4.5 — W. 3.8		13.4	9.00 AM	3.30 AM	5.30 AM		8.30	
M 100 P									80.4		**WEBSTER** E. 6.5 — W. 6.5		8.6						
Sacto. yard I P									86.9		**Sacramento Northern Ry. Crossing** E. 2.1 — W. 2.1		2.1						
BKW OTY P	4.30 AM	11.45 AM		9.00 AM		12.45 AM			89.0		TO-R **SACRAMENTO**		0.0		3.00 AM	5.05 AM		7.00 PM	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(E. 88.4) (W. 88.5)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday
	(4.45) 18.71	(0.30) 26.80	(7.00) 3.78	(0.30) 26.80	(2.00) 15.52	(3.15) 27.25	(2.00) 15.52	(3.30) 21.03			........Time over District........ ....Average Speed per Hour........			(3.30) 21.03	(0.30) 26.80	(0.25) 32.16	(7.00) 3.78	(6.00) 14.58	(2.20) 13.28

RULES 86 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2 and 3 for additional schedules between Oakland Pier and Sacramento.
See page 3 for additional stations between Oakland Pier and Sacramento.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span; when distant signal 328 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 550 feet west of Bridge signal 332SA, opposite white concrete marker block.

Automatic train control westward track from 100 ft. east of Signal 357 to Martinez; when distant signal 347 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 1250 feet east of Bridge signal 337SA, opposite white mark on bridge.

Eastward — MARTINEZ SUBDIVISION — Westward

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 239 March 26, 1944 Winters Branch STATIONS	Distance from End of Track
WY	P	59.4 59.6	R **ELMIRA** E. 4.1 — W. 4.1	30.8
		63.7	TO **VACAVILLE** E. 12.2 — W. 12.4	26.7
WT	20	76.0	TO **WINTERS** E. 13.9 — W. 13.9	14.4
W		89.9	TO-R **ESPARTO** E. 0.6 — W. 0.5	0.5
		90.4	**END OF TRACK**	0.0
			(30.8)	

Eastward — MARTINEZ SUBDIVISION — Westward

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 239 March 26, 1944 Benicia Branch STATIONS	Distance from Benicia
Port Costa yd. M118	P	38.0	**BAHIA** E. 3.8 — W. 4.1	5.6
	P	33.8	**ARMY POINT** E. 1.3 — W. 1.3	1.4
	P	32.4	**BENICIA**	0.0
			(5.6)	

ADDITIONAL STATIONS

Winters Branch

Hartley	MP 68.5
Norton	MP 80.3
Arroz	MP 82.8
Citrona	MP 83.6
Madison	MP 86.8

Napa Branch

Subeet	MP 47.9
Thomasson (29 car siding)	MP 46.2

Eastward — MARTINEZ SUBDIVISION — Westward

Capacity of Sidings in Car Lengths	438	440	Mile Post Location	Time Table No. 239 March 26, 1944 Napa Branch STATIONS	Distance from Napa Jct.	439	441
	SECOND CLASS					THIRD CLASS	
	Freight	Freight				Freight	Freight
	Leave Daily	Leave Daily Ex. Sunday				Arrive Daily	Arrive Daily Ex. Sunday
Yard Lmt. {BK WOY 101 P	9.30 AM	2.00 AM	50.5	TO-R **SUISUN-FAIRFIELD** E. 5.6 — W. 5.9	13.3	1.50 PM	6.15 PM
39 WP	9.45	2.15	44.8	**CORDELIA** E. 3.8 — W. 3.7	7.6	1.35	5.50
W25 E28 P	9.55	2.25	41.0	**CRESTON** E. 3.9 — W. 3.6	3.8	1.25	5.35
Yard Limits WY P	10.10 AM	2.45 AM	37.2	TO-R **NAPA JUNCTION**	0.0	1.10 PM	5.15 PM
	Arrive Daily	Arrive Daily Ex. Sunday		(13.3)		Leave Daily	Leave Daily Ex. Sunday
	(0.40) 19.80	(0.45) 17.73		........Time over District........ ....Average Speed per Hour........		(0.40) 19.80	(1.00) 13.30

EASTWARD

MARTINEZ SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 239 March 26, 1944	Distance from Tracy	FIRST CLASS			THIRD CLASS
	412 Freight Leave Daily Ex. Sunday	410 Freight Leave Daily	26 Owl Leave Daily	56 Passenger Leave Daily	52 San Joaquin Leave Daily			STATIONS		25 Owl Arrive Daily	55 Passenger Arrive Daily	51 San Joaquin Arrive Daily	411 Freight Arrive Daily Ex. Sunday
Port Costa yard WIP	11.45 PM	7.45 PM	7.08 PM	10.27 AM	9.44 AM	34.7	Automatic Train Control	TO-R **MARTINEZ** D.T. E. 1.3 — W. 1.3	47.5	s 7.18 AM	s 4.46 PM	s 7.35 PM	11.40 PM
P	12.05 AM	7.49	7.11	10.30	9.47	36.0		**MOCOCO** End of Double Track E. 2.1 — W. 2.1	46.2				
64 YP	12.30	7.55	7.14	s 10.34	9.50	38.1		TO-R **AVON** E. 2.5 — W. 3.9	44.1	7.12	s 4.39	7.30	11.30
Yard Limits E 82 W116 WP	1.00	8.05	**7.25**	f 10.40	9.54	41.3		TO **PORT CHICAGO** E. 3.9 — W. 3.1	40.9	7.07	s 4.32	**7.25**	11.05
50 P	1.10	8.15	7.35	10.46	9.59	44.8		**McAVOY** E. 4.1 — W. 3.8	37.4	7.01	4.27	7.20	10.43
Pittsburg yard 79 BWP	1.45	8.45	s 7.41	s 10.52	s 10.05	48.9		TO-R **PITTSBURG** E. 1.9 — W. 1.9	33.3	s 6.54	s 4.20	s 7.14	10.35
55	1.52	8.52	7.47	11.06	10.12	50.8	Automatic Block System	**LOS MEDANOS** E. 2.9 — W. 2.8	31.4				
44 P	2.00	9.00	7.52	s 11.13	10.16	53.5		TO **ANTIOCH** E. 3.7 — W. 4.0	28.7	6.40	s 3.55		10.01
78	2.10	9.10	7.59	11.20	10.21	57.3		**NEROLY** E. 4.6 — W. 4.1	24.9	6.34	3.47	7.00	9.53
52 WP	2.35	9.20	f 8.08	s 11.29	10.27	61.7		TO **BRENTWOOD** E. 4.7 — W. 5.2	20.5	6.27	s 3.41	6.55	9.45
84 P	2.47	**9.30**	8.18	s 11.38	10.34	66.9		TO **BYRON** E. 5.2 — W. 4.8	15.3	6.18	s 3.31	6.49	**9.30**
46 P	3.00	9.42	8.26	11.45		71.6		**HERDLYN** E. 3.9 — W. 4.1	10.6	6.10	3.22		9.20
53 P	3.08	9.50	8.31	11.51	10.44	75.7		**BETHANY** E. 3.4 — W. 3.4	6.5	6.05	3.17	6.40	9.13
42	3.15	9.57	8.35	11.56 AM	10.48	79.1		**JANNEY** E. 3.1 — W. 2.9	3.1	6.00	3.12		9.07
Tracy yard BKWOTY P	3.25 AM	10.10 PM	s 8.42 PM	s 12.03 PM	s 10.55 AM	82.2		TO-R **TRACY**	0.0	5.55 AM	3.07 PM	6.33 PM	9.00 PM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(47.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(3.40) 12.95	(2.25) 19.65	(1.34) 30.31	(1.36) 29.69	(1.11) 40.14			Time over District Average Speed per Hour		(1.23) 34.33	(1.39) 28.79	(1.02) 45.98	(2.40) 17.81

Eastward MARTINEZ SUBDIVISION Westward

Capacity of Sidings in Car Lengths	SECOND CLASS 438 Freight Leave Daily	Mile Post Location	Time Table No. 239 March 26, 1944 Schellville Branch STATIONS	Distance from Schellville	THIRD CLASS 439 Freight Arrive Daily
Yard Limits WYP	10.30 AM	37.2	TO-R **NAPA JUNCTION** E. 0.4 — W. 0.4	11.3	12.50 PM
		37.6	Napa Valley Ry. Crossing E. 0.1 — W. 0.5	10.9	
68	10.35	38.0	**LOMBARD** E. 3.0 — W. 2.6	10.5	12.45
P		40.7	**BRAZOS** E. 7.8 — W. 7.8	7.8	
Yard Limits Y	11.10 AM	48.5	TO-R **SCHELLVILLE**	0.0	12.10 PM
	Arrive Daily		(11.3)		Leave Daily
	(0.40) 17.25		Time over District Average Speed per Hour		(0.40) 17.25

Eastward MARTINEZ SUBDIVISION Westward

Capacity of Sidings in Car Lengths	SECOND CLASS 440 Freight Leave Daily Ex. Sunday	Mile Post Location	Time Table No. 239 March 26, 1944 Napa Branch STATIONS	Distance from Calistoga	THIRD CLASS 441 Freight Arrive Daily Ex. Sunday
Yard Limits WY P	2.45 AM	37.2	TO-R **NAPA JUNCTION** E. 7.7 — W. 8.4	34.5	5.15 PM
Yard Limits 50 W	4.00	45.5	TO **NAPA** E. 2.9 — W. 2.4	26.2	4.45
29	4.10	47.8	**UNION** E. 6.3 — W. 6.0	23.9	4.00
	4.30	54.0	TO **YOUNTVILLE** E. 17.8 — W. 17.7	17.7	3.40
Yard Limits 21 BKT	7.00 AM	71.7	TO-R **CALISTOGA**	0.0	2.00 PM
	Arrive Daily Ex. Sunday		(34.5)		Leave Daily Ex. Sunday
	(4.15) 8.10		Time over District Average Speed per Hour		(3.15) 10.60

Eastward MARTINEZ SUBDIVISION Westward

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 239 March 26, 1944 San Ramon Branch STATIONS	Distance from Radum
67 YP	38.1	TO-R **AVON** E. 4.3 — W. 4.6	29.7
26 W	42.5	TO **CONCORD** E. 3.3 — W. 3.2	25.3
	45.8	**LAS JUNTAS** Sacramento Northern Ry. Crossing E. 2.3 — W. 2.5	22.0
23	48.2	TO **WALNUT CREEK** E. 6.5 — W. 6.6	19.6
	54.8	**DANVILLE** E. 3.3 — W. 3.1	13.0
27	57.7	**SAN RAMON** E. 5.7 — W. 5.6	10.1
Yard Limits	63.6	**DOUGHERTY** E. 2.7 — W. 3.0	4.2
27	66.4	**ASCO** E. 1.5 — W. 1.2	1.4
I Y P	67.8	Western Pac. Ry. Crossing TO **RADUM**	0.0
		(29.7)	

ADDITIONAL STATIONS

Tracy Line

pNichols.........MP 43.0
Shell Point.....MP 46.8
(48 car siding)
Jersey..........MP 55.0
Newlove.........MP 56.0
Arbor...........MP 59.4
Byron Hot Spgs.MP 69.9

San Ramon Branch

Galindo.........MP 41.0
Hookston......MP 45.1
Alamo..........MP 52.6

Eastward MARTINEZ SUBDIVISION Westward

Capacity of Sidings in Car Lengths	Mile Post Location	Time Table No. 239 March 26, 1944 Vallejo Branch STATIONS	Distance from Vallejo
Yard Limits 38 WYP	37.2	TO-R **NAPA JUNCTION** E. 2.8 — W. 2.8	7.1
21	34.4	**FLOSDEN** E. 4.3 — W. 4.3	4.3
Yard Limits WT	30.1	TO-R **VALLEJO**	0.0
		(7.1)	

Eastward MARTINEZ SUBDIVISION Westward

Capacity of Sidings in Car Lengths	Mile Post Location	Time Table No. 239 March 26, 1944 Union Branch STATIONS	Distance from Union
	48.5	**END OF TRACK** E. 0.3 — W. 0.3	2.3
	48.8	**WEST NAPA** E. 2.0 — W. 2.0	2.0
30	50.8	**UNION**	0.0
		(2.3)	

ADDITIONAL STATIONS

Schellville Branch

Buchli........MP 42.2
Ramal.........MP 45.7

Napa Branch

Rocktram......MP 42.8
Imola..........MP 44.2
Oak Knoll.....MP 50.2
Oakville.......MP 57.5
Rutherford.....MP 59.4
Zinfandel......MP 61.2
Thomann......MP 62.1
St. Helena.....MP 63.6
(22 car siding)
Krug..........MP 64.5
Barro..........MP 65.3
wBale...........MP 67.5
Larkmead.....MP 68.3
wMaple.........MP 69.0

RULE 5. At Mococo: Schedule time and train orders apply at end of double track.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear time of Nos. 51 and 52 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

No. 56 reduce speed to 10 MPH at Byron Hot Springs to dispatch papers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
25	Brentwood	Discharge		Fresno
25	Brentwood	Receive	Berkeley	

EASTWARD LOS BANOS SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco via Antioch	Automatic Block System	Time Table No. 239 March 26, 1944	Distance from Fresno	FIRST CLASS	SECOND CLASS		
	400 Freight	404 Freight	402 Freight	26 Owl					25 Owl	403 Freight	405 Freight	401 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Tracy yard BKW OTYP	5.40PM	9.40AM	1.40AM	8.50PM	82.2	TO-R	**TRACY** E. 2.3 — W. 2.9	126.2	s 5.45AM	7.00AM	3.00PM	11.00PM
I P	5.47	9.47	1.47	8.56	84.9		W. P. Crossing **LYOTH** E. 2.9 — W. 3.0	123.5				
52 P	5.52	9.52	1.52	9.00	87.9		**YARMOUTH** E. 4.8 — W. 4.8	120.5	5.30	6.43	2.40	10.41
52 P	6.00	10.00	2.00	9.06	92.6		**VERNALIS** E. 3.8 — W. 3.7	115.8	5.22	6.35	2.30	10.32
43 P					96.4		**HALLY** E. 3.4 — W. 3.9	112.0				
103 WP	6.12	10.12	2.12	9.15	100.4	TO	**WESTLEY** E. 7.9 — W. 7.4	108.0	5.12	6.23	2.17	10.20
52 P	6.23	10.23	2.23	f 9.26	107.4	TO	**PATTERSON** E. 5.5 — W. 5.5	101.0	f 5.03	6.12	2.05	10.09
50 P	6.33	10.33	2.33	9.33	113.2		**CROWS LANDING** E. 4.1 — W. 4.1	95.2	4.55	6.03	1.55	10.00
47 P					117.3		**TIMBA** E. 1.9 — W. 2.2	91.1				
55 WP	6.43	10.43	2.43	f **9.45**	119.5	TO	**NEWMAN** E. 3.7 — W. 3.9	88.9	f 4.47	5.53	1.45	**9.45**
50 P	6.49	10.49	2.49	f 9.53	123.5	TO	**GUSTINE** E. 6.1 — W. 6.0	84.9	f 4.40	5.47	1.39	9.32
67 P	6.59	10.59	2.59	10.01	129.3		**INGOMAR** E. 6.1 — W. 6.3	79.1	4.32	5.38	1.30	9.23
53 P	7.09	11.09	3.09	10.08	135.6		**VOLTA** E. 4.8 — W. 5.1	72.8	4.25	5.28	1.20	9.13
80 Yd. Lmt BKWOY P	7.30	11.30	3.26	s 10.25	140.4	TO-R	**LOS BANOS** E. 8.0 — W. 7.7	68.0	s 4.19	5.20	1.12	9.05
52 P	7.44	11.44	3.40	10.35	148.3		**AGATHA** E. 4.7 — W. 5.1	60.1	4.04	4.57	12.50	8.48
101 P	7.51	11.51AM	**3.58**	s 10.41	153.0	TO	**DOS PALOS** E. 6.9 — W. 6.4	55.4	f **3.58**	4.50	12.43	8.41
40 P	8.01	12.01PM	4.14	10.50	159.8		**OXALIS** E. 6.0 — W. 6.4	48.6	3.50	4.39	12.33	8.31
103 WP	**8.21**	**12.23**	**4.24**	10.57	166.2	TO	**FIREBAUGH** E. 4.9 — W. 4.6	42.2	f 3.43	**4.24**	**12.23**	**8.21**
43 P	8.33	12.35	4.32	11.03	170.8		**CROMIR** E. 3.6 — W. 4.0	37.6	3.37	4.05	12.15	8.14
89 P	8.39	12.41	4.38	11.09	174.5	TO	**MENDOTA** E. 7.4 — W. 7.0	33.9	f 3.32	3.59	12.09PM	8.08
41 P	8.51	12.52	4.50	11.18	181.9	R	**INGLE** E. 2.7 — W. 2.7	26.5	3.22	3.48	11.58AM	7.57
44 P	8.55	12.56	4.55	11.21	184.5		**JAMESAN** E. 8.6 — W. 8.9	23.9	3.19	3.44	11.54	7.53
N111 Yd. Lmt S 81 WY P	9.10PM	1.10PM	5.10AM	11.31	193.0	TO-R	**KERMAN** E. 3.6 — W. 3.3	15.4	f 3.10	3.30AM	11.40AM	7.40PM
55				11.36	196.7		**FLOYD** E. 10.0 — W. 11.5	11.7	3.04			
Fresno yard BKWOTY P				s 11.55PM	208.4	TO-R	**FRESNO**	0.0	2.45AM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(126.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.30) 31.66	(3.30) 31.66	(3.30) 31.66	(3.05) 40.93			Time over District Average Speed per Hour		(3.00) 42.07	(3.30) 31.66	(3.20) 33.24	(3.20) 33.24

Eastward LATHROP SUBDIVISON Westward

Capacity of sidings in car lengths	Distance from San Francisco via Niles		Time Table No. 239 March 26, 1944 Lodi Branch **STATIONS**	Distance from Kentucky House
Yard Limits BKWOYP	103.3	TO-R	**LODI** E. 1.8 — W. 1.8	39.3
	105.1		C. C. T. Co. Crossing E. 5.4 — W. 5.7	37.5
38 P	110.7		**LOCKEFORD** E. 19.5 — W. 19.3	31.9
Yard Limits 17 P	130.2	TO	**VALLEY SPRING** E. 12.6 — W. 12.5	12.4
Yard Limits YWP	142.6		**KENTUCKY HOUSE**	0.0
			(39.3)	

Eastward LATHROP SUBDIVISION Westward

Capacity of sidings in car lengths	Distance from San Francisco Via Niles		Time Table No. 239 March 26, 1944 Lodi Branch **STATIONS**	Distance from Woodbridge
Yd. Limits BK WOYP	103.3	TO-R	**LODI** C. C. T. Co. Crossing E. 2.5 — W. 2.5	2.5
	105.8		**WOODBRIDGE**	0.0
			(2.5)	

ADDITIONAL STATIONS

		Siding Capacity
Lodi Branch		
Roma	MP 105.2	10
pVictor	MP 107.1	17
pClements	MP 114.7	..
pWallace	MP 120.8	27
Helisma	MP 126.4	16
Norval	MP 129.3	..
pToyon	MP 134.7	19
pMacnider	MP 139.0	..
Los Banos Line		
Ohm	MP 93.5	
pSolyo	MP 94.9	
Vanormer	MP 104.8	
Stomar	MP 116.0	
pLinora	MP 126.9	
Trent	MP 138.3	
Abatto	MP 141.6	
Brito	MP 149.6	
Silaxo	MP 161.6	
Benito	MP 169.0	
Arbios	MP 172.8	
pRolinda	MP 198.5	
pPratton	MP 202.5	
Crayold	MP 205.3	
Biola Line		
West Acres	MP 206.0	

EASTWARD LOS BANOS SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			Distance from San Francisco via Antioch		Time Table No. 239 March 26, 1944	Distance from Fresno Yard	SECOND CLASS		
	400 Freight	404 Freight	402 Freight					403 Freight	405 Freight	401 Freight
	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily
N111 Yd. Lmts S 81 WY P	9.10PM	1.10PM	5.10AM	193.0	TO-R	**KERMAN** E. 7.5 — W. 6.5	18.2	3.30AM	11.40AM	7.40PM
P	9.25	1.25	5.25	200.5	TO	**BIOLA** E. 8.3 — W. 8.0	10.7	3.17	11.27	7.27
Fresno yd I P	9.42	1.42	5.42	208.6		**BIOLA JUNCTION** E. 2.6 — W. 2.6	2.6	3.00	11.10	7.10
BKW P	9.50PM	1.50PM	5.50AM	211.2	TO-R	**FRESNO YARD**	0.0	2.50AM	11.00AM	7.00PM
	Arrive Daily	Arrive Daily	Arrive Daily			(18.2)		Leave Daily	Leave Daily	Leave Daily
	(0.40) 27.30	(0.40) 27.30	(0.40) 27.30			Time over District Average Speed per Hour		(0.40) 27.30	(0.40) 27.30	(0.40) 27.30

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
26	Solyo, Firebaugh, Mendota, Kerman	Receive and Discharge	Fresno	Martinez
25	Solyo	Receive and Discharge	Fresno	Tracy

See Page 8 for additional schedules between Biola Jct. and Fresno Yard.

RULE 5. At Kerman, schedule time and train order time for Biola line trains applies to North siding, and for Pratton line trains to South siding. Trains to and from Los Banos Subdivision via Biola Jct. will be governed by interlocking signals between Biola Jct. and west switch No. 1 drill track Fresno yard, and will use No. 1 drill track to enter or leave Fresno yard.

EASTWARD LATHROP SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS		SECOND CLASS			FIRST CLASS					Distance from San Francisco Via Niles		Time Table No. 239 March 26, 1944		Distance from Brighton	FIRST CLASS					SECOND CLASS		THIRD-CLASS
		454	421	425	423		261	56	52	59						262	55	51	60		420		455
		Freight	Freight	Freight	Freight		Passenger	Passenger	San Joaquin	West Coast						Passenger	Passenger	San Joaquin	West Coast		Freight		Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily		Arrive Daily Ex. Sunday
Tracy Yard BKWOTY P		2.35 AM						12.23 PM	11.00 AM		70.8	Automatic Block System	TO-R **TRACY** E. 7.5 — W. 7.5	D. T.	62.4		s 2.47 PM	s 6.27 PM					8.00 PM
I P											78.3		**SAN JOAQUIN RIVER DRAWBRIDGE** E. 3.8 — W. 4.1		54.9								
Yard Limits E 70 W 79 Fresno 53 YI P		3.05	11.25 PM	3.30 PM	7.15 AM		6.35 PM	s 12.43 PM	11.17 AM	6.45 AM	81.5		R **LATHROP** E. 5.6 — W. 5.3	Double Track	51.7	10.50 AM	2.27 PM	6.10 PM	9.12 PM		11.25 PM		7.30
Stockton yard I											87.7		T. S. Ry. Crossing E. 3.2 — W. 3.2		45.5								
I													A. T. & S. F. Crossing S. E. R. R. Crossing										
BKWO ITY P		3.30 AM	11.50 PM	3.55	7.35		s 6.50 7.10			s 7.00 7.20	90.9		TO-R **STOCKTON** E. 1.4 — W. 1.4		42.3	10.35 s 10.20			9.00 s 8.42		11.00		7.00 PM
I P											92.3		**STOCKTON TOWER No. 4** W. P. Crossing E. 1.6 — W. 1.6	D. T.	40.9								
W											93.9		**AKERS** E. 1.1 — W. 1.1		39.3								
P											95.0		End of Double Track E. 1.3 — W. 2.5		38.2								
125 P							f				96.6		**CASTLE** E. 3.7 — W. 3.7	Centralized Traffic Control	36.6								
125 P							f				100.2		**ARMSTRONG** E. 1.7 — W. 2.5		33.0								
Yard Limits 131 BKWOYP							s 7.35			s 7.45	103.3		C. C. T. Co. Crossing **LODI** E. 4.0 — W. 3.2		29.9	s 10.00			s 8.24				
125 P							f 7.41				106.2		**ACAMPO** E. 3.1 — W. 3.1		27.0	f							
126 P							f				109.5		**FOREST LAKE** E. 2.5 — W. 2.9		23.7	f							
Yard Limits 175 WYP							s 8.05			s 8.05	111.7		**GALT** E. 3.3 — W. 2.9		21.5	s 9.40			8.05				
125 P							f				115.5		**NEED** E. 4.8 — W. 4.8		17.7	f							
128 P							f				119.5		**McCONNELL** E. 2.4 — W. 2.5		13.7	f							
135 P							s 8.25			8.24	122.9		**ELK GROVE** E. 2.9 — W. 2.9		10.3	s 9.20			7.50				
127 P							f				125.7		**MEADOWS** E. 3.3 — W. 3.4		7.5								
137 WP							f 8.40			8.32	129.0		**FLORIN** E. 3.8 — W. 2.6		4.2	s 9.08			7.42				
Sacramento yard P											132.0		**POLK** E. 1.5 — W. 1.5		1.2								
WP			1.05 AM	5.00 PM	8.50 AM		f 8.55 PM			8.40 AM	133.2		**BRIGHTON** (62.4)		0.0	9.00 AM			7.35 PM		9.30 PM		
TIME AT SACRAMENTO AND ELVAS FOR INFORMATION ONLY. SEE SACRAMENTO DIVISION TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN SACRAMENTO AND BRIGHTON.																							
			1.25 AM	5.20 PM	9.10 AM		9.00 PM			8.47 AM	136.2		E. 2.9 — W. 2.3 **ELVAS**			8.55 AM			7.28 PM		9.10 PM		
							9.10 PM			9.00 AM	139.1		E. 2.9 — W. 2.9 **SACRAMENTO**			8.45 AM			7.15 PM				
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily		Leave Daily Ex. Sunday
		(0.55) 21.93	(1.40) 31.02	(1.30) 34.46	(1.35) 32.65		(2.20) 22.16	(0.20) 32.10	(0.17) 37.76	(1.55) 26.97			Time over District Average Speed per Hour			(1.50) 28.20	(0.20) 32.10	(0.17) 37.76	(1.37) 31.96		(1.55) 26.97		(1.00) 20.10

Eastward LATHROP SUBDIVISION Westward

Capacity of sidings in car lengths	THIRD CLASS 454 Freight Leave Daily Ex. Sunday	Distance from San Francisco Via Niles		Time Table No. 239 March 26, 1944 Oakdale Branch STATIONS	Distance from Montpellier	THIRD CLASS 455 Freight Arrive Daily Ex. Sunday
Stockton Yard BKWOITY P	4.00 AM	90.9	TO-R	**STOCKTON** W. P. Crossing C. C. T. Co. Crossing E. 12.7 — W. 13.0	48.9	6.30 PM
28 YP	4.30	103.8		**PETERS** E. 18.8 — W. 18.5	36.0	6.00
Yard Limits 50 WP	5.30 AM	122.4	TO-R	**OAKDALE** A. T. & S. F. Crossing E. 16.9 — W. 17.4	17.4	5.00 PM
P		139.8		**MONTPELLIER**	0.0	
	Arrive Daily Ex. Sunday			(48.9)		Leave Daily Ex. Sunday
	(1.30) 21.00			Time over District Average Speed per Hour		(1.30) 21.00

Eastward LATHROP SUBDIVISION Westward

Capacity of sidings in car lengths	Distance from San Francisco Via Niles		Time Table No. 239 March 26, 1944 Ione Branch STATIONS	Distance from Ione
Yard Limits 175 WYP	111.7	TO-R	**GALT** E. 5.0 — W. 5.0	27.1
	116.7		C. C. T. Co. Crossing E. 5.3 — W. 5.5	22.1
	122.0		**CLAY** E. 12.8 — W. 12.6	16.8
Spur	134.8		**EDWIN** E. 3.8 — W. 4.1	4.0
Yard Limits WTP	138.8	TO-R	**IONE**	0.0
			(27.1)	

Single track over San Joaquin River Drawbridge; trains will be governed by inter-locking signals.

Nos. 262 and 60 will not stop at station at Lathrop but will use east leg of wye to Merced Subdivision.

No. 60 reduce speed to 15 MPH at Elk Grove to dispatch mail.

No. 59 reduce speed to 15 MPH at Acampo and Elk Grove to dispatch mail.

No. 55 stop at San Joaquin River Drawbridge, upon advice from operator at Lathrop, on Saturdays and days preceding Holidays to entrain employees.

No. 56 stop at San Joaquin River Drawbridge Mondays and days following Holidays to detrain employees.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
59	Any Station	Receive or Discharge	Sacramento	Fresno
60	Any Station	Receive or Discharge	Modesto	Sacramento
261 262	French Camp, Urgon, Arno.	Receive or Discharge	Aay Station	Any Station

Nos. 55 and 56 stop at Banta, when necessary, to exchange mail.

ADDITIONAL STATIONS

Brighton Line

pBanta	MP 73.9	Tomspur	MP 98.1
Winship	MP 76.8	pUrgon	MP 105.1
pFrench Camp	MP 86.1	pArno	MP 117.5
pEl Pinal	MP 92.7		

Oakdale Branch

Orford	MP 96.0	Adela	MP 120.6
Holden	MP 100.6	Claribel	MP 126.3
pFarmington	MP 108.2	pWaterford	MP 132.4
Gotri	MP 111.5	pHickman	MP 134.0
pValley Home	MP 116.7		

Ione Branch

pCarbondale	MP 132.3	Clarksona	MP 135.2
Lignite	MP 133.0	Dagon	MP 137.7

EASTWARD — MERCED SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	SECOND-CLASS			FIRST CLASS						Distance from San Francisco via Antioch			Time Table No. 239 March 26, 1944		Distance from Fresno	FIRST CLASS					SECOND CLASS		
			420 Freight			60 West Coast	56 Passenger	52 San Joaquin	262 Passenger							59 West Coast	55 Passenger	51 San Joaquin	261 Passenger		423 Freight	425 Freight	421 Freight
			Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits East 70 Fresno 53 Yl P			**11.25 PM**			9.12 PM	12.45 PM	11.17 AM	10.50 AM	92.9	Automatic Block System	TO-R	**LATHROP** E. 0.9 — W. 0.9		112.6	6.45 AM	s 2.25 PM	6.10 PM	6.35 PM		7.15 AM	3.30 PM	**11.25 PM**
I P										93.8			W. P. Crossing E. 3.0 — W. 3.7		111.7								
76 P			11.35			f 9.21	s 12.55		s 11.00	96.8		TO	**MANTECA** E. 1.6 — W. 1.9		108.7	6.35	s 2.12		s 6.23		7.00	3.18	11.12
115 P			11.40			9.24	12.59	11.25	11.04	99.4			**CALLA** E. 4.7 — W. 4.4		106.1	6.32	2.07	6.01	6.19		6.56	3.13	11.07
79 P			11.46			9.29	s 1.06		s 11.10	103.3		TO	**RIPON** E. 3.1 — W. 3.5		102.2	6.26	s 2.00	5.56	s 6.14		6.50	3.06	10.59
79 P			11.51 PM			9.33	s 1.13	11.32	s 11.18	106.4			**SALIDA** E. 4.0 — W. 6.3		99.1	6.21	s 1.52	5.52	s 6.08		6.45	3.01	10.54
Yard Limits No 1, 98 No 2, 110 No 3, 125 BKWOY P			12.05 AM			s 9.50	s **1.40**	s 11.47	s 11.25 AM	113.1		TO-R	**MODESTO** E. 4.3 — W. 1.0		92.4	s 6.10	s **1.40**	s 5.45	6.00 PM		6.32	2.50	10.42
I P										114.7			T. S. Ry. Crossing E. 2.5 — W. 3.2		90.8								
72 P			12.15			9.57	s 2.03	11.54 AM		117.4			**CERES** E. 3.6 — W. 3.6		88.1	5.55	s 1.05	5.30			6.20	2.38	10.30
70 P			12.20			10.01	f 2.09			120.8			**KEYES** E. 5.4 — W. 4.6		84.7	5.49	f 1.01	5.26			6.15	2.33	10.25
Yard Limits 82 P			12.30			s **10.13**	s **2.21**	s 12.05 PM		126.2		TO	**TURLOCK** E. 5.6 — W. 6.5		79.3	s 5.36	s 12.50	s 5.18			6.07	**2.21**	**10.13**
93 P			12.40			10.21	f 2.29	12.11		131.9			**DELHI** E. 4.5 — W. 4.3		73.6	5.28	f 12.42	5.11			5.55	2.01	9.45
80 WP			12.58			f 10.30	s 2.39	12.16		136.4		TO	**LIVINGSTON** E. 6.4 — W. 6.4		69.1	5.21	s 12.35	5.06			5.45	1.53	9.35
72 P			1.13			f 10.40	f 2.48	**12.23**		143.2		TO	**ATWATER** E. 3.6 — W. 4.2		62.3	5.12	s **12.23**	4.59			5.22	1.44	9.10
128 P			1.21			10.45	2.53	12.27		147.4			**FERGUS** E. 4.2 — W. 3.0		58.1	5.06	12.05 PM	4.54			5.15	1.37	9.00
Yard Limits 147 BKWOT P			1.30			s 11.05	s 3.20	s 12.37		150.5		TO-R	**MERCED** E. 5.8 — W. 6.6		55.0	s 5.00	s 11.55 AM	s 4.50			5.10	1.30	8.52
72 P			1.45			11.16	f 3.30	12.45		156.6			**LINGARD** E. 4.1 — W. 4.1		48.9	4.42	11.31	4.39			4.56	1.05	8.35
76 P			1.52			11.21	f 3.37	**12.50**		160.5			**ATHLONE** E. 6.3 — W. 6.6		45.0	4.35	11.26	4.35			4.50	**12.50**	8.28
80 P			2.02			11.28	f 3.46	12.57		166.9			**MINTURN** E. 1.5 — W. 0.9		38.6	4.26	11.18	4.28			4.40	12.22	8.18
WY P						f 11.32	s 3.53			168.2		TO	**CHOWCHILLA** E. 4.8 — W. 5.3		37.3		s 11.15						
76 P			2.12			11.39	f 4.01	1.04		173.0			**FAIRMEAD** E. 2.6 — W. 2.8		32.5	4.19	f 11.07	4.22			4.31	12.12	8.07
71 WT P			2.17				f 4.05			176.5			**BERENDA** E. 3.2 — W. 3.0		29.0	4.15	11.02	4.19			4.25	12.06	8.00
100 P			2.22			11.47	**4.15**	1.10		179.2			**NOTARB** E. 5.2 — W. 4.2		26.3	4.11	10.59	**4.15**			4.20	12.01 PM	7.55
Yard Limits 143 P			2.32			s 11.59 PM	s 4.26	s 1.18		183.9		TO	**MADERA** E. 6.0 — W. 6.8		21.6	s 4.03	s 10.53	s 4.09			4.12	11.53 AM	7.47
76 P			2.41			12.09 AM	4.34	1.25		190.2			**IRRIGOSA** E. 5.5 — W. 5.4		15.3	3.46	10.42	4.00			4.00	11.40	7.35
80 P			2.49			12.15	f 4.41	1.32		195.6			**HERNDON** E. 3.9 — W. 3.1		9.9	3.40	f 10.35	3.54			3.50	11.30	7.25
Fresno Yard I P										199.2			**BIOLA JCT.** E. 2.6 — W. 2.6		6.3								
BKW P			3.00 AM			12.22	4.49	1.39		201.8		TO-R	**FRESNO YARD** E. 3.7 — W. 3.7	Double Track	3.7	3.30	10.25	3.48			3.40 AM	11.20 AM	7.15 PM
BKW OTY P						s 12.35 AM	s 5.00 PM	s 1.50 PM		205.5		TO-R	**FRESNO**		0.0	3.20 AM	10.15 AM	3.40 PM					
			Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(112.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily
			(3.35) 30.39			(3.23) 33.28	(4.15) 26.49	(2.33) 44.15	(0.35) 34.62				Time over District Average Speed per Hour			(3.25) 32.95	(4.10) 27.02	(2.30) 45.04	(0.35) 34.62		(3.35) 30.39	(4.10) 26.14	(4.10) 26.14

Eastward — MERCED SUBDIVISION — Westward

Capacity of sidings in car lengths	Distance from San Francisco via Antioch		Time Table No. 239 March 26, 1944 Chowchilla Branch STATIONS	Distance from Dairyland
41 WP	168.2	TO	**CHOWCHILLA** E. 4.4 — W. 4.4	10.1
	172.6		**ASH** E. 2.7 — W. 2.7	5.7
	175.3		**TILLMAN** E. 1.9 — W. 1.9	3.0
Spur	177.2		**PLAINS** E. 1.1 — W. 1.1	1.1
	178.3		**DAIRYLAND**	0.0
			(10.1)	

Eastward — MERCED SUBDIVISION — Westward

Capacity of sidings in car lengths	Distance from San Francisco via Antioch		Time Table No. 239 March 26, 1944 Berenda Branch STATIONS	Distance from Daulton
WT P	176.5	R	**BERENDA** E. 3.3 — W. 3.3	11.4
I	179.8	TO	**KISMET TOWER** A. T. & S. F. Crossing E. 4.0 — W. 4.0	8.1
	183.8		**TALBOT** E. 4.1 — W. 4.1	4.1
	187.9		**DAULTON**	0.0
			(11.4)	

RULE 5.—At Modesto time for No. 55 applies at west end No. 2 siding. No. 56 may use No. 2 siding when meeting No. 55 at Modesto.

RULES 86 and 93.—Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear time of Nos. 51 and 52 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

Nos. 59 and 261 will not stop at station at Lathrop but will use east leg of wye to Lathrop Subdivision.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
60	Any Station	Discharge		Stockton

See page 6 for additional schedules between Biola Jct. and Fresno Yard.

No. 56 reduce speed to 10 MPH at Delhi and Atwater to dispatch papers.

No. 60 reduce speed to 5 MPH at Chowchilla to receive mail.

No. 59 reduce speed to 30 MPH at Chowchilla to dispatch mail.

No. 51 reduce speed to 5 MPH at Lathrop to receive mail.

ADDITIONAL STATIONS

P Cognac ..... MP 100.6
Covell....... MP 108.1
Alcant....... MP 129.3 (Spur)
Arena....... MP 138.9 (Spur)
Buhach..... MP 144.8
Creegan..... MP 151.9 (Spur)
Labranza.... MP 163.3 (Spur)
Sierra Vista, MP 165.8 (Spur)
Borden...... MP 186.7

EASTWARD — NILES SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	402	408	406	Distance from San Francisco	Time Table No. 239 March 26, 1944		Distance from Tracy	401	429	409	433	413	437
	SECOND CLASS							SECOND CLASS					
	Freight	Freight	Freight					Freight	Freight	Freight	Freight	Freight	Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits WIY P	8.50 PM	9.30 AM		26.2	TO-R **REDWOOD JCT.** E. 1.3 — W. 1.3	D. T.	57.7	3.10 AM		10.55 AM		6.40 PM	
				27.5	End of Double Track E. 1.8 — W. 2.0		56.4						
64 P	8.57	9.37		29.5	**HENDERSON** E. 4.3 — W. 4.6	Automatic Block System	54.4	3.04		10.49		6.34	
51 P	9.05	9.45		33.9	**DUMBARTON** E. 2.6 — W. 3.1		50.0	2.56		10.41		6.26	
Yard Limits 100 WIY P	9.30	10.05	6.05 AM	37.2	TO-R **NEWARK** E. 3.6 — W. 3.1		46.7	2.49		10.34		6.19	
51 P	9.35	10.15	6.10	40.1	**CENTERVILLE** E. 1.5 — W. 1.9		43.8	2.43		10.28		6.13	
Yard Limits 80 P	9.38	**10.25**	6.25	41.7	**SHINN** E. 1.2 — W. 0.3		42.2	2.40		**10.25**		6.10	
IY P	9.40	10.27	6.30	42.5	W. P. Crossing TO-R **NILES TOWER** E. 0.5 — W. 0.5		41.4	2.38	3.08 AM	10.23	11.05 AM	6.08	6.38 PM
	9.42	10.30	6.33	43.0 29.9	**NILES JUNCTION** E. 1.8 — W. 2.6		40.9	2.37	3.07	10.22	11.04	6.07	6.37
76 P	9.47	10.35	6.38	31.7	**FARWELL** E. 3.8 — W. 4.0		39.1	2.33	3.03	10.18	11.00	6.03	6.33
95 P	9.58	**10.46**	6.49	35.6	**SUNOL** E. 5.1 — W. 4.8		35.2	2.23	2.53	10.08	**10.46**	5.53	6.23
73 P	10.09	10.57	7.00	40.9	TO **PLEASANTON** E. 1.4 — W. 0.7		29.9	2.12	2.42	9.57	10.30	5.42	6.12
Yd. Limits IY P				42.0	TO **RADUM** E. 0.9 — W. 2.4		28.8						
E 110 W 105 YP	10.13	11.01	7.04	43.0	**ELIOT** E. 3.2 — W. 3.8		27.8	2.08	2.38	9.53	10.26	5.38	6.08
Yard Limits E 85 BK W 80 WP	10.30	11.10	7.12	46.9	TO-R **LIVERMORE** E. 3.8 — W. 2.6		23.9	2.00	2.30	9.45	10.18	5.30	6.00
74 P	10.37	11.17	7.19	50.5	**ULMAR** E. 4.4 — W. 4.6		20.3	1.53	2.23	9.38	10.11	5.23	5.53
94 WTP	10.49	11.30	7.29	55.0	TO **ALTAMONT** E. 4.9 — W. 4.7		15.8	1.42	2.12	9.27	10.00	5.12	5.42
72 P	10.59	11.40	7.40	59.5	**CAYLEY** E. 3.8 — W. 3.8		11.3	1.32	2.02	9.17	9.47	5.02	5.32
72 P	11.11	11.52 AM	7.52	63.1	**MIDWAY** E. 7.7 — W. 7.0		7.7	1.20	1.50	9.05	9.35	4.50	5.20
Tracy yard BKWOTY P	11.25 PM	12.05 PM	8.10 AM	70.8	TO-R **TRACY**		0.0	1.00 AM	1.30 AM	8.45 AM	9.15 AM	4.30 PM	5.00 PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(57.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.35) 22.33	(2.35) 22.33	(2.05) 22.41		Time over District Average Speed per Hour			(2.10) 26.63	(1.38) 23.30	(2.10) 26.63	(1.50) 22.58	(2.10) 26.63	(1.38) 23.30

EASTWARD — NILES SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	437	433	429	Distance from San Francisco		Time Table No. 239 March 26, 1944	Distance from San Jose Yard
	SECOND CLASS						
	Freight	Freight	Freight				
	Leave Daily	Leave Daily	Leave Daily			STATIONS	
Yard Limits IY P	6.38 PM	11.05 AM	3.08 AM	29.7	A. B. S.	TO-R **NILES TOWER** W. P. Crossing E. 2.6 — W. 3.3	18.0
35 P	6.48	11.15	3.18	32.8		**IRVINGTON** E. 3.9 — W. 3.8	14.9
P				36.3		**WARM SPRINGS** E. 4.4 — W. 4.3	11.4
37 P	7.08	11.35	3.38	40.7		**MILPITAS** E. 2.6 — W. 2.2	7.0
P				43.3		**WAYNE** E. 4.4 — W. 4.4	4.4
San Jose yard BKWOITY P	7.30 PM	11.57 AM	4.00 AM	47.7		TO-R **SAN JOSE YARD**	0.0
	Arrive Daily	Arrive Daily	Arrive Daily			(18.0)	
	(0.52) 21.60	(0.52) 21.60	(0.52) 21.60			Time over District Average Speed per Hour	

RULE 5. At Redwood Junction: Schedule time and train orders apply at end of double track.

At Newark: Schedule time and train orders on Centerville-Redwood Junction line apply at Junction switch of Centerville-Redwood Junction line and Elmhurst-Santa Clara line;

Schedule time and train orders, unless otherwise provided, on Elmhurst-Santa Clara line apply at siding located east of station building.

RULE 105. At Newark: Siding of Centerville-Redwood Junction line is west of crossing of Elmhurst-Santa Clara line;

West end of house track, between crossover 300 feet west of station building and west switch, is known as "Passenger Siding" and must be left clear for use by passenger trains, when authorized by train order.

ADDITIONAL STATIONS

Redwood-Tracy Line

Sweeney	MP 28.0
Ravenswood	MP 30.9
Remillard	MP 42.4
pTrevarno	MP 48.4

EASTWARD — NILES SUBDIVISION — WESTWARD

Capacity of sidings in car lengths		SECOND CLASS			FIRST CLASS				Distance from San Francisco		Time Table No. 239 March 26, 1944		Distance from Santa Clara	FIRST CLASS				SECOND CLASS			
		422 Freight	418 Freight	416 Freight	74 Oakland Lark	40 W. P. Passenger	12 W. P. Passenger	250 Passenger						39 W. P. Passenger	73 Oakland Lark	11 W. P. Passenger	255 Passenger	419 Freight	407 Freight	415 Freight	417 Freight
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
					8.00 PM	4.00 PM	1.00 PM	7.00 AM	0.0		SAN FRANCISCO 3.5	Oakland Ferry	44.8	8.50 AM	9.50 AM	4.50 PM	7.20 PM				
					8.20	4.20	1.20	7.20	3.5		OAKLAND PIER		41.3	8.30	9.30	4.30	7.00				
BKWI P	Oakland yard				8.28 PM	4.40 PM	1.40 PM	7.25 AM	3.5	Automatic Block System	TO-R OAKLAND PIER E.1.4—W.1.4	Double Track	41.3	s 8.15 AM	s 9.20 AM	s 4.05 PM	s 6.35 PM				
BKW OITY P		8.45 PM	9.30 AM	6.30 AM					4.9		TO-R WEST OAKLAND E.1.0—W.1.0		39.9					5.30 AM		1.30 PM	5.50 PM
I P						4.48 PM	1.48 PM		5.9		Western Pacific Crossing MAGNOLIA TOWER E.0.8—W.0.8		38.9	8.05 AM		3.54 PM					
I P					s 8.45			s 7.41	6.7		OAKLAND (First Street) E.3.0—W.3.0		38.1		s 9.05		s 6.27				
I P					s 8.52			s 7.48	9.7		FRUITVALE E.3.7—W.3.7		35.1		s 8.50		s 6.16				
64 WP		9.30	9.55	6.55 AM	8.58			7.53	13.4		TO-R ELMHURST End of Double Track E.6.6—W.7.3		31.4		8.42		6.06	5.00		1.05 PM	5.25
70 WP		9.44	10.30		9.07			8.02	20.2		RUSSELL E.4.8—W.4.8		24.6		8.33		5.56	4.45			4.50
64 P		9.55	11.30		9.14			8.09	25.3		TO ALVARADO E.5.9—W.6.0		19.5		8.27		5.46	4.35			4.30
Yard Limits 80 WIY P		10.10	11.50 AM		9.22			s **8.18**	30.6		TO-R NEWARK E.3.4—W.3.3		14.2		**8.18**		5.36	4.20	6.05 AM		3.30 PM
80 P		10.20			9.27			8.24	34.1		ALBRAE E.5.0—W.4.4		10.7		8.06		5.29	4.00	5.58		
P					9.32			8.30	39.1		ALVISO E.2.3—W.2.6		5.7		f 8.01						
53 P		10.38			f 9.38			8.34	41.7		TO AGNEW E.3.4—W.2.9		3.1		f 7.57		5.18	3.40	5.47		
San Jose yd. KI P		10.45 PM			9.43 PM			8.40 AM	44.8		SANTA CLARA		0.0		7.52 AM		5.13 PM	3.30 AM	5.40 AM		
TIME AT SAN JOSE YARD AND SAN JOSE FOR INFORMATION ONLY—SEE COAST DIVISION TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN SANTA CLARA AND SAN JOSE																					
		10.50 PM									TO-R SAN JOSE YARD							3.25 AM	5.35 AM		
					9.50 PM			8.45 AM			TO-R SAN JOSE				7.47 AM		5.08 PM				
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(2.00) 19.95	(2.20) 10.01	(0.25) 20.40	(1.15) 33.04	(0.08) 18.00	(0.08) 18.00	(1.15) 33.04			Time over District Average Speed per Hour			(0.10) 14.40	(1.28) 28.14	(0.11) 13.09	(1.22) 30.22	(2.00) 19.95	(0.25) 34.08	(0.25) 20.40	(2.20) 10.01

Eastward — Niles Subdivision — Westward

Distance from San Francisco		Time Table No. 239 March 26, 1944 Stonehurst Branch STATIONS	Distance from Stonehurst
13.4	TO	ELMHURST E.0.9—W.0.9 Western Pacific Crossing	0.9
14.3		STONEHURST	0.0
		(0.9)	

Eastward — Niles Subdivision — Westward

Distance from San Francisco		Time Table No. 239 March 26, 1944 Alvarado Branch STATIONS	Distance from Halvern
25.3	TO	ALVARADO 2.6	2.6
27.9		HALVERN	0.0
		(2.6)	

Eastward — NILES SUBDIVISION — Westward

Capacity of sidings in car lengths		SECOND CLASS 416 Freight	Distance from San Francisco		Time Table No. 239 March 26, 1944	Distance from Niles	SECOND CLASS 415 Freight
		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
64 WP	Oakland yard	6.55 AM	13.4	Automatic Block System	TO-R ELMHURST E.1.3—W.1.8	15.8	3.05 PM
39 P		7.00	14.8		TO SAN LEANDRO E.2.6—W.2.4	14.4	3.00
35 P		7.15	17.5		LORENZO E.2.6—W.2.7	11.7	2.50
100 WP		8.15	20.1		TO HAYWARD E.4.0—W.3.8	9.1	2.40
33		8.25	24.0		HALVERN E.2.4—W.2.4	5.2	1.50
32 P		8.35	26.5		DECOTO E.2.5—W.3.0	2.7	1.45
70 KWY P	Yard Limits	10.00 AM	29.2		TO-R NILES	0.0	1.30 PM
		Arrive Daily Ex. Sunday			(15.8)		Leave Daily Ex. Sunday
		(3.05) 5.12			Time over District Average Speed per Hour		(1.35) 9.98

RULE 5. At Niles: Schedule time and train orders for westward trains via Decoto apply at junction switch located 550 feet west of station building.

RULE 5. At Newark: Schedule time and train orders on Centerville-Redwood Junction line apply at Junction switch of Centerville-Redwood Junction line and Elmhurst-Santa Clara line;

Schedule time and train orders, unless otherwise provided, on Elmhurst-Santa Clara line apply at siding located east of station building.

RULE 105. At Newark: Siding of Centerville-Redwood Junction line is west of crossing of Elmhurst-Santa Clara line;

West end of house track, between crossover 300 feet west of station building and west switch, is known as "Passenger Siding" and must be left clear for use by passenger trains, when authorized by train order.

Sections of Western Pacific first class trains may display signals between Oakland Pier and Magnolia Tower (W. P. Chestnut Jct.), in either direction without train-order authority.

Registration of sections of Western Pacific first class trains terminating at W. P. Chestnut Jct. and moving to Western Pacific Oakland Yard, may be phoned from Western Pacific Oakland Yard to Operator Southern Pacific, Oakland Pier, for entry on register at Oakland Pier.

No. 73 stop on flag at Drawbridge Wednesdays and Saturdays.

No. 74 stop on flag at Drawbridge Wednesdays, Fridays, Saturdays and Sundays.

ADDITIONAL STATIONS

Santa Clara Line

Station	MP
pEast Oakland	MP 8.3
pMulford	MP 15.5
pRobert	MP 17.8
pMount Eden	MP 21.5
Baumberg	MP 23.0
Hall	MP 26.2
pDrawbridge	MP 36.5

Niles Line

Station	MP
Estudillo	MP 16.5

RULE 1 (A). Standard Clock at yard office, Richmond Transfer.

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

San Francisco	E. J. Land, 745 Third St.
San Francisco	I. S. Preston, 357 Phelan Bldg.
Oakland	E. W. Becker, 3357 E. 14th St.
Oakland	L. L. Hoffman, 740 Broadway
Oakland	E. S. Griffin, 214 Easton Bldg.
Oakland	Don J. Allphin, 5836 Foothill Blvd.
Alameda	A. O. Gott
Berkeley	W. R. Burke, 2199 Shattuck Avenue
Berkeley	Ernest L. Dorrett, 1823 Solano Avenue
Richmond	O. A. Poulsen, 822 McDonald Ave.
Stockton	C. Mantele, 129 N. Sutter St.
Lodi	Jack Labes
Lodi	John Shulie
Benicia	Curt S. Appe
Vallejo	G. E. Bangle Co.
Calistoga	Albert Mercer
Winters	C. E. Wyatt
Sacramento	H. T. Harger, 1028 K St.
Roseville	D. B. Farnsworth
Martinez	John G. Beard
Pittsburg	H. A. Minasian
Tracy	H. H. Watson
Livermore	C. Harlie Power
San Jose	Kochers, 169 So. First St.
Newman	Ernest Beall
Los Banos	John B. Machado
Fresno	N. Nielsen, 1236 Fulton St.
Madera	Robert J. Wellman
Merced	W. McElherron
Modesto	W. P. Shoemake
Turlock	D. F. Hall

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, first Monday in September.
Thanksgiving Day, fourth Thursday in November.
Christmas Day, December 25th.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered streamlined trains "CITY OF SAN FRANCISCO" and to trains Nos. 51 and 52 between MP 43.5 and Tracy and between Lathrop and Fresno when handled by P-7-8-10 class engines which have been cross counter-balanced.

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board:

Eastward				SHELLMOUND-TRACY			Westward
29.6	46.9	64.9	77.5	46.4	59.0	73.2	
36.7	55.6	70.1		50.4	63.2	77.2	
39.3	59.9	74.1		55.2	68.4	80.7	

			TRACY-FRESNO				
83.3	115.9	146.7	183.0	84.2	114.7	142.1	183.3
86.3	117.9	151.5	191.5	86.5	118.9	149.8	186.0
91.1	121.8	158.4	195.2	89.4	121.1	155.1	195.5
94.9	125.5	164.1	196.9	94.2	125.1	161.4	200.0
98.3	127.7	169.3	200.9	97.9	128.7	167.8	203.9
105.7	133.9	172.9	205.5	101.9	130.9	172.3	.....
111.5	138.8	180.3	.....	108.9	137.0	176.5	.....

			LATHROP-FRESNO				
95.2	116.0	134.9	155.1	100.8	115.1	128.4	149.0
101.8	119.2	141.5	159.0	105.1	119.2	134.0	152.5
104.9	124.0	144.9	194.0	108.5	123.0	138.4	158.3
109.0	130.5	148.6	197.9	.....		144.6	197.3

			TRACY-BRIGHTON				
89.1	106.2	111.0	125.0	98.9	105.7	112.1	127.5
96.8	106.8	119.8	126.8	100.8	108.3	122.1	128.9
98.6	107.5	120.4	130.4	102.6	109.6	122.7	132.7
100.4	.....	.....	.....	.....	.....	.....	.....

Eastward				ELMHURST-TRACY			Westward
13.5	22.6	27.5	48.8	14.8	21.5	45.4	65.9
16.0	25.0	39.3	67.4	16.4	25.3	51.8	70.1
....	....	....	....	18.9	27.8	....	....

			REDWOOD JCT.-NILES				
27.9	32.5	35.0	38.6	27.7	28.9	31.1	38.5

			ELMHURST-SANTA CLARA				
18.7	23.3	28.7				22.0	36.0

			NILES-SAN JOSE				
39.3	....	....				....	....

RULE 11 (A). Lighted fusees must not be left burning on Martinez Benicia bridge.

RULE 14 (d). As specified below, — — — — o will be indication that flagman may return from west as prescribed by Rule 99:

Martinez, Trains on Tracy line.
Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.
Niles, Trains on Elmhurst-San Jose line.
Fresno, Trains on Pratton line.
Biola Jct., Trains on Biola line.

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Martinez, Trains on Tracy line.
Elmhurst-Newark-Santa Clara, Trains on Elmhurst-Santa Clara line.
Niles, Trains on Milpitas line.
Napa Jct., Trains on Schellville line.
Suisun-Fairfield, Trains on Napa Jct. line.
Davis, Trains on Woodland line.
Galt, Trains on Ione line.
Lodi, Trains on Valley Spring and Woodbridge lines.
Stockton, Trains on Oakdale line.
Lathrop, Trains on Merced line.
Tracy, Trains on Los Banos line.
Berenda, Trains on Daulton line.
Kerman, Trains on Biola line.
Ingle, Trains on Riverdale line.

RULE 14 (k). Will not apply in C. T. C. System.

RULE 14 (l). Whistle signal must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

RULES 17 and 17 (C). Headlights of engines standing at end of wharf at Oakland Pier must be extinguished when steamers are entering slip. Headlights of eastward trains must be extinguished while standing at Oakland Pier and dimmed until Oakland Pier tower has been passed.

RULE 17. Mars Signal Light on engines so equipped, and vertical headlight on City of San Francisco power unit SF-1 must not be used.

RULE S-17. In C. T. C. will not apply on controlled sidings.

RULE 19. Markers must be properly displayed in C. T. C. System.

Fig. 7 will not apply on controlled sidings.

RULE 21 (C). Passenger engines to handle trains from Oakland Pier may display indicators before leaving West Oakland.

Indicators of engines on trains arriving Oakland Pier may be displayed until engine reaches roundhouse at West Oakland, and must be removed immediately on arrival at delivery track.

RULE 28. In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 30. Between the hours of 9:00 p. m. and 6:00 a. m. engine bell must not be rung, except in emergency, in city limits of Napa.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A). Westward regular trains from Lathrop Subdivision to Merced Subdivision will assume the corresponding number and schedule at Lathrop without clearance.

Westward sections and extra trains authorized at Stockton by train order for movement on Merced Subdivision may leave Lathrop without clearance.

Regular trains from Merced Subdivision will assume the corresponding number and schedule on Lathrop Subdivision and may leave Lathrop without clearance.

Trains from Merced Subdivision for movement eastward on Lathrop Subdivision may leave Lathrop without clearance.

Trains using west leg of wye to Merced Subdivision must obtain clearance before leaving Lathrop.

Trains receiving Western Division clearance at San Jose or San Jose Yard may leave Santa Clara without clearance.

Regular trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Second and third-class and extra trains to or from Western Division passing Sacramento will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

RULE 83. Sections of No. 60 having received their authority at Stockton, or east of Stockton, need not ascertain that preceding sections of the same schedule have left Lathrop.

Identification may be made by westward trains on double track between Fresno and Fresno Yard, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

After receiving check of register for westward first-class train leaving Fresno, westward second-class and inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and may run ahead of such first-class train from Fresno Yard to Notarb. A first-class train passing Fresno Yard 15 minutes or more after registered departure time from Fresno will run expecting to find a train running ahead Fresno Yard to Notarb.

Operator San Jose will report arrival and departure of all first-class trains at San Jose to operator San Jose Yard, who will enter same on register and verify same by repeating registration.

Fifteen minutes or more after a westward first-class train is registered as having left San Jose, interlocking signal indicating "proceed" at Santa Clara tower will indicate that such train has left Santa Clara.

RULE 83 (A). At the following stations only trains indicated will register:

West Oakland	Livermore	Trains originating or terminating
Port Costa	Los Banos	
Suisun-Fairfield	Ingle	
Davis	Fresno Yard	
Avon	Oakdale	
Pittsburg	Modesto	
Newark	Merced	

Sacramento: Trains originating or terminating, except second and third-class and extra trains passing Sacramento to or from Western Division.

Sacramento, 12th St.: Eastward trains;
Westward trains, except first-class, and extra trains handling passenger equipment only:
Trains originating or terminating at 12th St.

Martinez: Westward trains and trains originating or terminating.

Extra trains will register at Stockton, Lathrop, Napa Junction, Niles Tower, Niles and Kerman.

Rule 83 (A) will not apply to trains originating or terminating at Lathrop when using east leg of wye.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Elmhurst	Regular Trains
Niles	All Trains
Niles Tower	All Trains
Redwood Junction	All Trains
Newark	Nos. 407 and 406
Martinez	Westward Trains
Stockton	Second class and extra trains except those originating or terminating
Kerman	All Trains
Lathrop	All trains on Lathrop Subdivision Merced subdivision trains originating or terminating using west leg of wye.
Davis	Nos. 17, 23 and 24

Sacramento, 12th St.: Eastward trains;
Westward trains, except first-class, and extra trains handling passenger equipment only.

RULE 84. Proceed signal 12 (c) must be used to start trains from Oakland Pier, except Streamliner "CITY OF SAN FRANCISCO" when communicating signal may be used.

RULE 93. When cars are moved from one point to another on main track within yard limits by night, a red light must be displayed in a conspicuous position on rear of rear car, and when left standing on main track within yard limits, a red light must be displayed on each end of cut.

Yard limits in which the provisions of Rule 93 will apply, established at following points:

WEST MP			EAST MP
	Oakland	(Martinez line)	17.35
	“	(Niles line)	15.82
	“	(Alvarado line)	14.01
27.97	Port Costa		39.24
	“	(Benicia line)	End track
	“	(Tracy line)	37.08
47.05	Suisun-Fairfield		52.45
	“	(Napa Jct. line)	45.75
74.20	Davis		77.34
	“	(Tehama line)	76.88
85.51	Sacramento		95.35
131.60	“	(Stockton line)	
39.53	Port Chicago		42.93
46.31	Pittsburg		51.68
80.70	Tracy	(Martinez-Los Banos line)	85.64
69.19	“	(Niles-Lathrop line)	74.37
139.61	Los Banos		142.01
192.46	Kerman		194.53
206.04	Fresno	(Pratton-Selma line)	210.81
208.44	“	(Biola-Exeter line)	208.15
199.07	“	(Merced-Clovis line)	209.60
80.56	Lathrop	(Tracy-Stockton line)	83.04
	“	(Merced line)	94.02
85.07	Stockton		93.72
	“	(Oakdale line)	94.41
101.57	Lodi		104.25
	“	(Victor line)	104.45
111.10	Galt		113.21
	“	(Ione line)	112.91
129.04	Valley Spring		130.50
141.94	Kentucky House		End track
138.28	Ione		End track
109.94	Modesto		114.93
124.98	Turlock		127.32
149.55	Merced		151.42
182.67	Madera		186.99
24.50	Redwood Jct.	(San Mateo-Newark line)	28.25
	“	(Palo Alto line)	27.20
35.36	Newark	(Centerville-Redwood Jct. line)	38.51
28.79	“	(Alvarado-Santa Clara line)	32.25
41.29	Niles	(Tracy-Redwood Jct. line)	30.67
27.37	“	(Hayward-Redwood Jct. line)	30.95
41.74	Eliot		45.40
	“	(San Ramon line)	63.25
47.79	Livermore		48.72
43.74	San Jose	(Alviso-Coyote line)	56.00
44.85	“	(Milpitas line)	
39.17	Napa Jct.	(Creston-Calistoga line)	38.21
	“	(Schellville line)	38.86
	“	(Vallejo line)	36.37
44.34	Napa		46.46
70.82	Calistoga		End track
47.72	Schellville		“
31.81	Vallejo		“

Oakland. Oakland yard includes Stonehurst branch, Richmond Transfer, and Richmond Belt Ry.

When moving against current of traffic, flagman must protect crossing before moving over 5th Ave., 19th Ave., 29th Ave., and High St.

Tracy. Eastward passenger trains from Martinez line must receive proceed signal from yardman before passing Signal 820; eastward trains from Niles line must receive proceed signal from yardman before passing Signal 704.

Fresno. Trains moving between Tulare St. and Merced St. (east and west of passenger station) must receive proceed signal from yardman (green flag or green light) between those points.

Westward trains via Pratton line must receive proceed signal from yardman (green flag or green light) before passing Divisadero St.

RULE 95. Train orders issued under Form F reading to or from Santa Clara will apply over the Coast Division into and out of San Jose or San Jose Yard.

Train orders issued by Western Division under Form F, reading to or from Brighton, will apply over the Sacramento Division into or out of Sacramento or Roseville.

RULE D-97 (A). Will apply on double track between Oakland Pier and Sacramento, Oakland Pier and Elmhurst, Tracy and Stockton Tower No. 4, and Martinez and Mococo.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

Napa Valley Railway, 1900 feet east of Napa Junction on Schellville line.

Sacramento Northern Railway, 4000 feet east of Hookston.

A. T. & S. F. Ry. at Oakdale.

Central California Traction Co. at Roma.

Central California Traction Co. at MP 116.7 Ione Branch.

Western Pacific Railway, between Elmhurst and Stonehurst.

Government Railway, at Benicia arsenal on Benicia Branch: Automatic Signals 340 and 341 west and east of crossing. If signal indicates "proceed" need not stop. If signal indicates "stop" flag protection must be provided on intersecting track before crossing.

RULE 99 (C). Will apply on Berenda, Chowchilla, Ione, Lodi, Oakdale and Winters Branches, and on Napa Branch between Napa and Calistoga.

RULE 103 (A). No train, engine, motor or car shall be operated over any crossing where special signs appear, reading:

STOP—FLAG HIGHWAY TRAFFIC, or
CAUTION—FLAG HIGHWAY TRAFFIC

unless same be first brought to a stop or caution observed (as indicated by sign) and traffic on crossing protected by member of train crew or other competent employe acting as flagman.

Richmond: Track circuits to crossing protective devices on Track No. 1 at Clinton Avenue are arranged to give protection only on westward movements. Eastward movements on Track No. 1 must be protected by flag over this crossing.

Suisun-Fairfield: When necessary for Freight trains to make stop blocking crossings east of passenger station, they must be opened with least possible delay.

Newark: Willow Street crossing must not be blocked in excess of five minutes except in emergency.

Turlock: Switching must not be performed over Main and Olive Street crossings between hours of 12 noon and 1:00 p.m.

Newman: By ordinance, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.

Los Banos: While making switching movements over Fourth St. on back track and west middle, a trainman must be stationed on ground at the crossing.

Stockton: When making movements eastward on Scott's Avenue, before crossing El Dorado Street, following will govern:

With engine ahead pulling cars, stop and proceed.

With cars being pushed, stop and proceed with yardman protecting movement over El Dorado Street.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Elmhurst.........End of double track, for Eastward track.
Junction Switch, for Niles line.
Whistle
Signals:—For Santa Clara line, o ——— ———.
For Niles line, ——— o ———.
For Stonehurst line, o ——— o.
Niles............West end, for Livermore line.

Operator will handle junction and cross-over switches west of station building when on duty 4:00 p.m. to 8:00 a.m. for trains to or from Niles Tower line, using green flag or green light for proceed indication.

Whistle signal for this route, ——— o o ———.

Westward trains using cross-over west of station building will be governed by Signal 287.

Avon............San Ramon line, for siding.
Napa Junction....Suisun-Fairfield-Napa line, for Vallejo line.
Union............Cross-over switch at west end of siding, for Union line.
Suisun-Fairfield..Napa line, for siding.
Elmira...........Winters line, for east leg of wye.
Tracy............West end, for Martinez line.
East end, for Lathrop line.
Lodi.............Woodbridge line, for Lathrop line.
Valley Spring line, for siding Lathrop line.
Galt.............Ione line, for siding Lathrop line.
Ingle............Riverdale line, for siding Los Banos line.
Kerman..........Biola line, for Floyd line.
Berenda..........Daulton line, for main track Modesto line.

Martinez. Junction switch of the eastward tracks is located 614 feet east of Martinez passenger station; normal line-up for Bridge line. Train-order operator will handle this switch for eastward trains via Tracy line.

The junction switch of the westward tracks is located 1580 feet east of Martinez passenger station, and the normal line-up is for the Bridge line. This is a spring switch.

Cross-over located 300 feet east of Signal 346SA near east end of the bridge is known as "Upper Cross-over."

Cross-over located 2700 feet east of MP 35 near foot of grade on eastward track is known as "Lower Cross-over."

Whistle Signals:—For the Bridge line, o ——— ———.
For Tracy line, ——— o ———.
Mococo..............(End of double track)—For westward track. This is a spring switch.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner "CITY OF SAN FRANCISCO."

RULE 105. LATHROP: Westward siding leaves westward main track 1500 feet east of corral and enters main track just east of water tank and to be used by westward trains.

Eastward siding leaves eastward main track about opposite corral and enters eastward main track at extreme east end of Lathrop yard, and to be used by eastward trains.

Fresno siding leaves eastward main track at extreme west end of Lathrop yard and enters Merced Subdivision main track at Signal 932 and to be used by trains to or from Merced Subdivision.

MODESTO: Siding No. 1 leaves main track 1740 feet east of MP 110 and enters main track 1800 feet east of MP 111 and to be used by eastward trains.

Siding No. 2 leaves main track 2000 feet east of MP 111 and enters main track 2243 feet east of MP 112, and must not be blocked without the authority of the conductor of the Modesto switcher crew while that crew is on duty at Modesto unless otherwise provided.

Siding No. 3 leaves main track 3432 feet east of MP 113 and enters main track 2112 feet east of MP 112 and to be used by westward trains.

ELIOT: Eastward siding is first siding north of main track and to be used by eastward trains. Westward siding is second siding north of main track and to be used by westward trains.

LIVERMORE: Eastward siding is opposite station extending 4600 feet westward and to be used by eastward trains. Westward siding is 2000 feet east of station extending 4000 feet eastward and to be used by westward trains.

PORT CHICAGO: Eastward siding is first track on bay side of main track and to be used by eastward trains. Westward siding is first track on station side of main track and to be used by westward trains.

SUISUN-FAIRFIELD: Eastward siding is first track east of eastward main track and leaves eastward main track 2280 feet east of MP 47 and to be used by eastward trains; westward siding is first track west of westward main track and leaves westward main track 3000 feet west of MP 50 and to be used by westward trains; such trains will enter this siding at cross-over about opposite freight house.

DAVIS: Eastward siding is first track south of eastward main track and enters eastward main track 1200 feet east of Davis tower and to be used by eastward trains. Westward siding is first track north of westward main track and enters westward main track 1960 feet west of MP 77 and to be used by westward trains.

KERMAN: North siding is siding north of main track extending from MP 192.9 to MP 194.1, and to be used by trains to and from Biola line only; east switch to be lined normally for movement to and from Biola line. Westward trains from Biola line, unless otherwise required by train order, will use North siding. Eastward trains to Biola line will enter Biola line at junction switch, unless west switch of North siding is lined for siding, and proceed signal is received from operator, (green flag by day, green light by night).

South siding is siding south of main track extending from MP 192.8 to MP 193.8.

RULE 107. More than one train should not occupy tracks between Franklin and Washington Streets, Oakland, at the same time. If necessary for two trains to occupy this territory, one train only must be moving. Passenger trains to have preference.

Station platform indicator 2200 feet west of station at Crockett indicates whether or not a train is standing at platform at Crockett. Eastward trains to be governed thereby.

RULE 204. Trains of Lathrop or Merced subdivision, with the same conductor and engineer operating through Lathrop may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 221. Light will not be displayed in train-order signals on Winters, Napa, San Ramon, Oakdale and Lodi branches, except when train-order operator is on duty.

Trains must obtain clearance before leaving Newark, Stockton, Merced, Napa Junction, Niles and Kismet Tower.

Eastward second and inferior class and extra trains must obtain clearance before leaving Shellmound.

Shellmound is train-order office for Eastward second and inferior class and extra trains only. When signal 66SA or 68SA indicates proceed, such trains must approach prepared to receive train-orders.

West Oakland and Fresno Yard are train-order offices for trains originating only.

When train orders are to be delivered to westward trains at Lathrop, stop indication will be displayed in Signal 813SA. When train orders are to be delivered to eastward trains on Lathrop Subdivision at Lathrop, stop indication will be displayed in Signal 818SA. Trainmen and enginemen must be in position to receive train orders passing these signals.

RULE D-251. Applies as follows:
On both main tracks,
  Between Oakland Pier and Elmhurst.
  Between Fresno Yard and Calwa Tower.
On eastward track,
  Lathrop to Stockton Tower No. 4.
On westward track,
  Stockton Tower No. 4 to Stockton.
  Lathrop to Tracy.
  Sacramento to Davis train-order office, provided proceed signal from switchtender at Front Street, Sacramento (green flag by day, green light by night), is received.

Proceed indication displayed by train-order signal at Davis and by eastward interlocking signal east of Davis Tower will be authority for eastward second-class and inferior trains to move irrespective of time table superiority of No. 262 from Davis to Sacramento.

RULE 505. AUTOMATIC BLOCK SYSTEM.

When stopped by a block signal which governs movement over a drawbridge, train must be preceded by flagman over drawbridge.

TRACY: Signals are numbered as automatic signals and are under control of switch tender. When "stop" is indicated, trains must stop and not proceed until "proceed" is indicated or proceed signal is given with green flag or green light by switch tender.

Eastward movements governed by dwarf light signals 710, 712, 714.

Westward movements from Lathrop Subdivision governed by Signal 713 located 300 feet east of puzzle switch, the top light governs movement on main track and the lower light governs movement to hill or local yard, and dwarf light signal 715 located on right of eastward track 300 feet east of puzzle switch governs movement to all routes.

Westward movement from Los Banos Subdivision governed by Signal 823, located 300 feet east of puzzle switch, top arm governs movement on main track and lower arm governs movement to hill or local yard.

Westward freight trains stopped by Signal 717, located east of overhead crossing east of Tracy, use telephone located on this signal, call switch tender at puzzle switch and be governed by his instructions.

ELMHURST: Signals are numbered as automatic signals and are under control of switch tender. When "stop" is indicated, trains must stop and not proceed until "proceed" is indicated or proceed signal is given (yellow flag or yellow light), by switch tender.

RULE 510. Following block signals equipped with a triangular number plate displaying the letter "P", have included in their control limits a special protective device:

Eastward Signals		Westward Signals
	NILES SUBDIVISION	
	Spring switch, Shinn	P-423
P-526	Rock slide detector fence, MP 52.6	
	Rock slide detector fence, MP 54.3	P-543
	MARTINEZ SUBDIVISION	
P-374	Spring switch, Napa Jct.	
P-356 P-358	Spring switch, Mococo	P-359

If signal P-356, P-358 or P-359 indicates "stop" careful examination of switch must be made, and switch hand-thrown from normal to reverse and back to normal before passing over it. If Signal P-358 governing trailing movement through spring switch continues to indicate "stop" switch must be treated as a hand-throw switch, and movement governed by Rule 509 (F).

RULE 513. On double-track when Sperry Detector Car is crossing over from one main track to another, Rule 99 must be complied with on each track.

RULE 516. Overlap posts:

Port Chicago	Eastward trains.
Nichols (150 feet east of west switch)	Eastward trains.
Los Medanos (250 feet west of Signal 509)	Westward trains.
Wayne (Highway Crossing)	Eastward trains.
Hayward (2500 feet east of Signal 187)	Westward trains.
Livermore (1275 feet east of Signal 473)	Westward trains.
Livermore (850 feet west of Signal 470)	Eastward trains.
Manteca (2300 feet east of west switch)	Westward trains.
Floyd (1500 feet east of west switch)	Eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them:

		NORMAL POSITION		MPH
Mococo	End of double track	Westward track	Trailing eastward	35
			Facing westward	35

Spring switches that are not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them:

		NORMAL POSITION		MPH
San Joaquin River Drawbridge:				
West End	End of double track	Westward track	Trailing eastward	25
			Facing westward	25
East End	End of double track	Eastward track	Trailing westward	25
			Facing eastward	25
Lathrop	East end eastward siding	Eastward track	Trailing from siding	20
			Facing westward	25
Fresno Yard	End of double track	Eastward track	Trailing westward	35
			Facing eastward	25
Fresno	Junction switch, Pratton line	Eastward track	Trailing eastward	15
			Facing westward	10
Martinez	Junction switch, Tracy line	Westward track, Benicia line	Trailing westward from Tracy line	35
			Facing eastward	25
Redwood Jct.	End of double track	Westward track	Trailing eastward	25
			Facing westward	25
Shinn	East end of siding	Main track	Trailing from siding	8
			Facing on main track	25
Napa Jct.	West end of siding	Main track	Trailing from siding	8
			Facing on main track	25

RULE 605. INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within Oakland yard limits signal operator may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against current of traffic signal operator must know that track to be used is clear of opposing engines and trains.

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: o o ——— o o.

OAKLAND PIER TOWER

Limits extend eastward to Automatic Signal 40 for Tracks 1 and 2; to Automatic Signal 42 for Tracks 3 and 4, and to Automatic Signal 44 for Tracks 9 and 10.

When siren whistle on Oakland Pier tower is sounded, all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal governing movement into any track, except tracks 17, 18, 19, and 20, at Oakland Pier is a double-arm dwarf signal. If home signal displays "proceed" and approach signal "caution", it indicates that movement is into a track occupied by engines or cars. Responsibility for collision will rest with train entering. Movement into tracks 17, 18, 19, and 20 governed by single-arm signals.

SIXTEENTH STREET TOWER—Oakland

Limits extend from eastward signal 1500 feet west of 14th St. crossing to Signal Bridge 204.

Whistle signal for movement to West Oakland yard, o ——— ———.
From Santa Fe Interchange to Oakland Pier, ———.
To Santa Fe Interchange, o ——— o.

Telephones connected to 16th Street and West Oakland Towers are located on Lattice Pole 1733, 250 feet east of Bridge 200 and on signal case 30 feet west of junction of Tracks 1 and 2, to be used when necessary to obtain permission to pass signals as per Rule 663 (b).

SHELLMOUND

Limits on main tracks extend from signal bridge 205 to signal bridge 206.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard, o ——— ———.

WEST OAKLAND—First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 110 to signal bridge 112:

Limits on eastward main track, Martinez Line, extend from light signal 500 ft. west of West Oakland freight lead crossing to 1700 ft. east of West Oakland freight lead crossing. Limits on Westward main track, Martinez Line, extend from 1600 ft. east of West Oakland freight lead crossing to a point opposite Signal 40.

Limits on Eastward and Westward freight lead extend from Westward signals 2000 ft. east of Martinez Line main track crossing to Signal Bridge 112 on First Street Line and to three-arm signals on 40, 50, 60 and passenger yard leads.

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing; on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

FRUITVALE

Limits on main tracks extend from signal bridge 123 to signal bridge 127 on westward track and to westward dwarf Signal 680 west of signal bridge 127 on eastward track.

RADUM

Limits on main track extend from home signal at west wye switch to home signal at east wye switch and on Radum-Avon line to home signal at wye switch.

Normal position of interlocking signals for Niles-Tracy line and Western Pacific main track will be proceed position in both directions.

If a train on the Niles-Tracy line should find the interlocking signals in "stop" position, when no signal operator on duty, it will flag through the limits of inoperative signal.

NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from two-light signal fifteen feet east of east junction wye switch at east end of Niles yard, Tracy line, to junction switch of Centerville-Redwood Jct. line and from Niles-San Jose junction switch to junction switch of San Jose-Centerville-Redwood Jct. line.

Switch at east end of No. 1 track is electrically locked and controlled by signal operator. Instructions for operation posted inside of lock-box.

Whistle Signals as follows:
For San Jose, o ——— ———. For Niles, o ——— o.
For Centerville, ——— o ———. For Tracy, ——— o ——— o.
Engines from trains to Niles Yard for water, o ——— o ———.

NEWARK

Limits extend from two-light signal fifty feet east of wye switch on Centerville line to two-light signal 1150 feet east of wye switch on Santa Clara line and to two-light signal 650 feet west of wye switch on Elmhurst line and dwarf signals on Redwood Junction line near Newark Station. Switches and derails west end of Santa Clara siding extension and east end house track are electrically locked and controlled by signal operator. Instructions for operation posted inside of lock-box.

Whistle Signals:—For Santa Clara, o ——— ———.
For Santa Clara siding, o ——— ——— o.
For Redwood Junction, ——— o ——— o.
For Dumbarton siding, ——— o ——— o o.
For Centerville, ——— o ———.
For Elmhurst, o ——— o.

MARTINEZ-BENICIA BRIDGE

Bridge Zone—Limits extend on westward track from westward home signal 800 feet east of draw span to eastward dwarf signal 550 feet west of draw span;

On eastward track from eastward home signal 550 feet west of draw span to westward dwarf signal 800 feet east of draw span.

East End Zone—Limits extend on eastward track from Signal 346SA near Upper Crossover to westward dwarf signal at east switch of Lower Crossover.

Telephones connecting with interlocking station are located at Upper Crossover and at Lower Crossover.

Westward trains and engines intending to move from running track through lower crossover against current of traffic on eastward main track to upper crossover must communicate with signal operator on bridge and not throw either switch of lower crossover until his permission is given by display of clear indication in switch indicator located at east switch of crossover. Switches may then be thrown and the movement will be governed by indication of interlocking dwarf signal at east switch of crossover. This dwarf signal will remain dark until one of the crossover switches is thrown, whereupon it will indicate "stop." After second switch of crossover is thrown, it will indicate "proceed," providing signal operator has cleared it.

Trains and engines moving westward on eastward main track through upper crossover will first call signal operator on phone unless switch indicator at east switch of crossover displays clear indication. If indicator displays clear indication switches may be thrown and movement will then be governed by dwarf Signal 345.

MARTINEZ STATION

Limits on westward tracks of Tracy line and Bridge line extend from westward home signals 353 and 351, 2400 feet east of station, to westward signal 343 at east switch of Ozol siding, one governing movement on Tracy line and the other on Bridge line; these signals operated by Signal Operator in Martinez train-order office. (Permission of Signal Operator must be obtained before fouling westward main track through crossover from eastward main track, west of station, or from spur tracks between signals 353 and 351 and signal 343.)

On eastward track extend from two-light signal 600 feet east of station to westward dwarf signals 938 feet east of station on both Bridge and Tracy lines.

Telephones connecting with interlocking station are located at each end of interlocking limits.

DAVIS

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower; on Woodland line to signal bridge 1200 feet north of tower.

Whistle signal to and from Sacramento, for the Woodland line, o ————.

Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, ——— o ———.

MIKON—Crossing Sacramento Northern Railway

Signal operator on duty 9:00 a. m. to 6:00 p. m., less meal hour period of one hour, daily except Sundays and holidays; during other hours signals and derails lined for Southern Pacific movement.

SAN JOAQUIN RIVER DRAWBRIDGE

Limits on eastward track extend from home signal 450 feet west of west switch to dwarf signal 350 feet east of east switch; on westward track from home signal 450 feet east of east switch to dwarf signal 350 feet west of west switch. Both are spring switches.

LATHROP

East Zone—Limits extend from Signal 818SA on bracket pole 575 feet west of west switch of crossover to Signal 821SA, 65 feet east of east switch of crossover.

West Zone—Limits extend from Signal 814SA, 360 feet west of junction switch to Signals 813SA and 815SA, 340 feet east of junction switch.

South Zone—Limits extend from Signals 934SA and 936SA, 225 feet west of junction switch to Signal 937SA, 65 feet east of junction switch.

Permission to pass Signal 828 from east siding when at "stop" will be procured from signal operator, but must comply with Rule 509. Telephones connecting with signal office located at home interlocking signals governing entrance to each zone and at east switch of eastward siding.

W. P. Zone—Limits extend from Signal 938SA to Signal 939SA, over W. P. Crossing. Telephone located in door of concrete shelter at W. P. crossing.

Speed of 25 MPH must not be exceeded through switches of East Zone and 15 MPH through switches of West Zone.

FRENCH CAMP TOWER—Tidewater Southern R. R. Crossing 1.6 miles east of French Camp

Signal operator on duty 6:00 p. m. to 10:00 p. m. and 11:00 p. m. to 3:00 a. m. daily except Sundays and holidays. Signals will be left in proceed position and switch and derail to stock yard spur will be left for normal handling by trainmen when signal operator not on duty. During hours signal operator on duty, switch leading to Union Stockyards track will be electrically locked and controlled by signal operator.

Trains entering this track must restore switch and derail and lock same. Before leaving this track, permission must be obtained from signal operator, when on duty, and will be given in accordance with Rule 628; Whistle signal, ——— ——— ——— o may be used.

Engineers will sound whistle signal 14 (m) when they wish to enter or pass through this plant when signal operator on duty.

STOCKTON TOWER No. 2—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton

Sound whistle signals as follows for:

Westward main track, o o ——— ———.
Eastward main track, ——— o ———.
Middle track, o ——— ———.
Old siding, ——— ——— o o.
Gauns track, o ——— o.
Houser-Haines track, o o ——— o.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

STOCKTON TOWER No. 3—Western Pacific R. R. Crossing Weber Avenue and Union St., Stockton

STOCKTON TOWER No. 4—Western Pacific R. R. Crossing .4 mile west of El Pinal

Limits on eastward track extend from two-light signal 660 feet west of crossing to single-light signal 900 feet east of crossing; westward track from two-light signal 900 feet east of crossing to dwarf signal 200 feet west of crossing.

Switches and derails on tracks of Gulf Red Cedar Products Company and Gilmore Oil Company are hand operated with electric lock controlled by signal operator.

For cross-over sound whistle signal, ——— o ———.

MODESTO TOWER—Tidewater Southern Railway Crossing 1.8 miles east of Modesto

Signal operator on duty 9:00 a. m. to 12 noon and 1:00 p. m. to 6:00 p. m. daily except Sundays and Holidays; during other hours signals and derails lined for Southern Pacific movement. Instructions governing operation of plant posted in tower.

LYOTH TOWER—Western Pacific R. R. Crossing, Lyoth

Whistle signal, o ——— o, to enter or leave siding.

BIOLA JUNCTION

Limits extend on Merced Line from eastward signal 675 feet west of Biola Jct. switch, and on Biola Line from eastward signal 575 feet west of junction switch to westward signal on Merced Line 930 feet east of junction switch, and to westward dwarf signal on 7½ ft. mast on No. 1 drill track 290 feet east of junction switch.

Dual control switch machines on Biola Jct. switch, on derail on Biola Line 535 feet west of junction switch, and on switch and derail west end No. 1 drill track. Switches operated from train-order office Fresno Yard.

Trains stopped by signals will communicate with signal operator by telephone, and be governed by his instructions. Telephones are located in concrete battery houses at Biola Jct. switch and at derail on Biola Line.

Instructions governing hand operation of dual control switches by trainmen (when instructed by signal operator) posted in telephone booths.

Westward movement from No. 1 drill track governed by three-indication dwarf light signal on 7½ ft. mast on west end of drill track 290 feet east of junction switch. Green light governs movement westward on Merced Line. Yellow light governs movement to Biola Line. Other signals will display indications in accordance with Rules 281 to 290 inclusive.

POLK

Switch and eastward signals at Polk operated from Elvas Tower and their use governed by Sacramento Division special instructions.

RULE 762. Flag protection to rear, as prescribed by Rule 99, is required by eastward trains standing, or delayed, on main track with rear of train between Signal 1122 and east switch Galt; and by westward trains standing, or delayed, on main track with rear of train between Signal 1121 and west switch.

RULE 822. Riding on leading foot-board or pilot step of engine when passing over vehicular highways, crossings or on streets is forbidden.

RULE 825. Cars must not be left within 250 feet of crossing Highway No. 180 at Floyd.

Fifth paragraph applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

TRACY: Before engine is detached from trains from Martinez Line not less than four hand-brakes must be applied on west end; before engine is detached from trains from Niles Line not less than three hand-brakes must be applied on east end of cut west of "C" St., and four on east end of train.

RULE 873. Injectors must not be used or engines blown out, except in cases of absolute necessity, while engines are passing over station platforms.

TRAIN INSPECTION

On freight trains, when conditions are favorable and in judgment of conductor it is safe, run may be made without stopping for inspection from one water stop to next water stop, except that a distance of seventy (70) miles must not be exceeded between inspections.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

AIR BRAKE RULES

RULE 2. Running test must be made immediately after engine is detached from trains arriving Oakland Pier.

Mountain cock above deck near brake valve pedestal on GS class engines is part of the electric brake equipment, and handle must be left in brake cylinder pressure position (parallel with pipe) except when used to release driving brake cylinder pressure in electric brake operation.

RULE 24. Rear end test on freight trains must be made immediately prior to departure from:

Altamont	Trains that stop.
Toyon	All trains.
Napa Junction	Trains via Cordelia.
Cordelia	Eastward trains that stop.
Creston	Trains that stop.

Freight trains may pass Altamont or Creston without stopping for rear end air test if proceed signals are given by trainmen after complying with Air Brake Rule 4. Speed must be reduced to 8 miles per hour. Helper engineers will reduce working steam sufficiently in advance so that lead engineer may control speed by gravity.

RULE 33. One retainer for each 150 Ms handled must be turned up on westward freight and mixed trains between Toyon and one-half mile east of Valley Spring, and between Norval and Helisma.

When necessary, retainers will be used between Altamont and Midway, Altamont and Ulmar, Creston and Cordelia, Creston and Napa Jct.; not less than 10 retainers will be used. Eastward freight trains that average 160 Ms or over per operative brake must use at least 10 retainers on head end of train between Altamont and Midway.

RULE 39. Running test on passenger trains must be made:

Oakland, 16th St.....Westward trains for Oakland Pier;

Equipment being handled between Oakland Pier and West Oakland;

On Lathrop Subdivision eastward passenger trains leaving Tracy, Lathrop and Stockton, and westward passenger trains leaving Akers, Stockton and Lathrop;

Eastward passenger trains via Bahia that do not stop at Martinez immediately after passing west switch at Ozol;

Westward passenger trains via Bahia immediately after passing Signal 373 and must be completed before reaching Signal 357.

On Martinez Subdivision will not be necessary to make running test for drawbridges at Cygnus and Avon.

RULES 40, 41 and 42:

When making station or other ordinary stop with passenger train of any length up to 25 cars, close throttle to drifting position and make an initial reduction of 6 pounds. This may be increased by additional reductions as required. When speed has been reduced to approximately 10 MPH, close throttle and place automatic brake valve handle in release position (for example, 6 seconds with 15 cars and 10 seconds with 20 cars or more) and recharge the system. Return brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. Complete stop with moderate brake pipe reductions totaling not more than 8 lbs., allowing engine brakes to apply with train brakes, and hold all brakes applied until train stops.

For spot stops, as for fuel or water, proceed as outlined in first part of this rule. When speed has been reduced to approximately 10 MPH, close throttle, place automatic brake valve handle in release position and recharge the system. Return automatic brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. Stop may be completed with independent brake valve, using required brake cylinder pressure and avoiding slack action due to rapid increase or decrease of brake cylinder pressures.

On heavy ascending grades train may be pulled to stop without use of brakes.

Passenger trains of more than 25 cars must be handled under freight train rules.

MISCELLANEOUS

1. Where necessary to make short move to reach water or oil column, including that required to spot second engine of double header, engines of trains of more than 30 cars must be cut off.

Westward freight trains taking water at Merced between 7:00 a. m. and 6:00 p. m. must stop east of east crossing.

Engines of Sierra Railway Co. will take water from Southern Pacific supply at Oakdale, necessitating use of main track by Sierra engines. Trains and engines must move with caution between "F" and "G" Streets, Oakdale, expecting to find main track occupied.

2. Two yardmen must be with engine when handling two or more cars at Oakland Pier. In no instance shall both yardmen ride on the same platform.

4. In helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller class be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades, road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4 (a). Pushing trains out of yards:

No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine, except when pushing trains between Port Costa and Bahia, in either direction, air must be coupled through pusher engine. Stop must be made when rear end of train is clear of lift span of bridge to cut helper off.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employes to uncouple pusher engine when cutting off.

In no case shall knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. The working track between Port Costa and MP 28.2 west of Crockett may be used by westward freight trains, displaying markers as per Rule 19, same as though moving against current of traffic.

6. Engines or trains using wye at Napa Junction must approach from Suisun-Fairfield line and go around via Napa line.

Cars must not be left on straight leg of wye, Lathrop, to block tool house or crossover.

During cotton season, cars will be spotted on main track at Pierce Road Crossing, one mile west of Plains, Chowchilla Branch.

Engines will be turned on Santa Fe wye at Oakdale, operating over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy may be procured from SP Agent), and will procure clearance from Sierra Railway operator when on duty, before leaving Oakdale; and be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

> "All trains will approach yard limits of stations shown with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

Sierra switch key in phone box at S. P. station. Every precaution for safety must be observed, flagging if conditions require.

7. Capacity of sidings between clearance points is based on average car length of 49 feet, not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

10. Alvarado Branch cannot be used beyond point 2500 feet from switch of Sugar Plant on Alvarado end and 500 feet from switch of siding on Halvern end.

Engines heavier than those shown herein will not be permitted to operate on following lines or tracks except as authorized by Superintendent:

Napa Branch: Thomasson, Rock quarry track	M	9
Napa Branch: Cordelia, Winery tracks	M	9
Napa Branch: Napa Jct., Calistoga line wye track	M	9
(3300 series engines must not be run over turnouts of SFNV tracks).		
Schellville Branch	Mk	9
Union Branch	M	4
Vallejo Branch	C	
Winters Branch, Winters to End of Track	M	4
Dixon, Alfalfa Meal track	M	9
Tremont, Corral track	C	
San Ramon Branch, Avon to San Ramon	M	4
Tracy, Brewery track and Holly Sugar Co. spur	C	
Patterson, Patterson Ranch Co. spur	C	
Crows Landing, Yancey Lbr., spur	C	
Newman, Golden Gate Creamery, and Lumber Co. spurs	C	
Gustine, Calif. Milk Products spur; Consolidated Glass and Carnation Creamery can loading tracks	C	
Los Banos, Builders Lbr., Union Oil, Golden State Creamery spurs	C	
Los Banos, on wye	Mk	9
Lathrop, tracks leading to Lease-Lend	Mk	
Stockton, tracks 2 and 3 except to pick up or set out cars	C	
Stockton, west end tracks 2, 3 and 4, new yard	C	
Stockton, turntable lead at roundhouse	Mt	
Stockton, on wye	C	
Peters, east leg of wye	C	
Lodi, tracks 5 and 6, and crossover from track 3 to track 5	C	
Lodi, west end track 5 Walnut Street	C	
Lodi, engines with wheel base exceeding 41 ft. must not be turned on wye.		
Lodi Branch	C	
Galt, crossover from controlled siding to oil track	C	
Galt, on wye	C	
Ione Branch	C	
Elk Grove, Elk Grove Winery spur	C	
Florin, Florin Fruit Growers spur	C	
Manteca, Spreckels Sugar spur	C	
Livingston, spur to shed 101	C	
Chowchilla Branch	M	4
Berenda Branch	T	40
Madera, Winery spur	Mk	4
Ravenswood, spurs	C	
Dumbarton, spurs	C	
Mulford, Automotive Fibers Corp'n spur	Mk	6
Alvarado, Alameda Sugar Co. spur	Mk	6
Alviso, Cannery spur	C	
Agnew, Distillery spur	C	
Alvarado Branch	M	

Engines heavier than "C" class must not operate over series of slip switches, movable point crossings, and turnouts constituting double track crossovers from eastward and westward tracks to west leg of wye, Fruitvale.

11.

MAIN TRACK

Main tracks between Oakland Pier and Bay Street (Oakland), numbering from the North, designated as 1, 2, 3 and 4, and used as follows:

1—Westward trains, via Martinez line.
2—Eastward trains, via Martinez line.
3—Westward trains, via Niles line.
4—Eastward trains, via Niles line.

Main tracks between Oakland (16th Street) and Shellmound, designated as 1 and 2 and used as follows:

1—Westward trains.
2—Eastward trains.

Main tracks between East Oakland and Sather designated as 1 and 2 and used as follows:

1—Westward trains.
2—Eastward trains.

15. Trains must not pass switchtenders' stations at Sixth and Seventh Streets, Sacramento, without receiving signal from switchtender to proceed (green flag by day and green light by night) and must move with caution between Sacramento River Bridge and Seventh Street.

20. Handling freight cars in trains behind passenger cars prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to baggage, express, mail car, or caboose.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through.

Engines must have full tank of water when being turned at Altamont.

Helper engines must be cut out at Altamont, except that when cut in ahead of weak cars on rear end they may be left in train while descending grade.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

Mile Post	AT OR NEAR	DESCRIPTION	
		OAKLAND PIER—TRACY VIA MARTINEZ	
3.5	Oakland Pier	Posts supporting shed	Side
		Freight Slip	Side
3.5	Oakland Pier	Spur tracks of U. S. Navy Supply Base	Side
6.6	Shellmound & Park	Western Union Pole line	Side
6.6	Emeryville	Machine shops Judson Iron Works	Overhead and Side
7.5	Stock Yards	Fertilizer spur	Side
10.8	Berkeley	Building, W. H. Ford spur, Harrison St.	Side
13.1	Stege	Buildings end of track No. 2	Side
14.5	Richmond	A. T. & S. F. Crossing	Overhead and Side
16.0	San Pablo	A. T. & S. F. Crossing	Overhead and Side
16.6	San Pablo	Eastward and Westward Water Columns	Side
16.6	San Pablo	Rheem Mfg. Co. Spur	Side
26.5	Oleum	Loading tracks, Union Oil Co.	Side
26.7	Oleum	Tunnel No. 1	Overhead and Side
27.7	Tormey	Tunnel No. 2	Overhead and Side
29.0	Crockett	Sugar Co. warehouse	Side
31.8	Nevada Dock	Platforms of brick company	Side
31.8	Nevada Dock	Long and short cable, empty and house track No. 1	Side
34.7	Martinez	Warehouse, Anderson Co.—Cars to be left outside	Overhead and Side
34.7	Martinez	Alhambra Slough	Side
43.2	Nichols	Wagon bridge	Overhead
43.2	Nichols	A. T. & S. F. crossing	Overhead and Side
43.2	Nichols	General Chemical Co., ore house on spur	Side
46.5	Shell Point	Tracks Nos. 1 and 7	Overhead and Side
		MARTINEZ—SACRAMENTO	
38.0	Bahia	Water tank spout	Side
59.4	Elmira	Warehouse	Side
71.8	Tremont	Gravel loading chute	Side
88.3	Washington	Sacramento River Bridge	Side
		OAKLAND PIER—TRACY VIA NILES	
3.5	Oakland Pier	Posts supporting shed	Side
4.9	West Oakland	Buildings and platform at Creosote Wks.	Overhead and Side
4.9	West Oakland	Freight platforms and tracks, Kirkham St., freight yds.	Side
4.9	West Oakland	Standard Warehouse spur near Kirkham St.	Overhead
7.0	Oakland, 1st St.	Warehouse track, Howard Co.	Side
9.0	23rd Avenue	Pacific Wire and Steel Co., spur	Side
9.0	23rd Avenue	California Cotton Mills	Overhead and Side
9.7	Fruitvale	Drawbridge	Overhead and Side
9.7	Fruitvale	Steel bridge over estuary	Wires Overhead and Side
10.3	Sather	Clorox Chemical Company spur	Overhead and Side
11.0	Melrose	Nat. Motor Bearing Co.—Springfield Cedar Co. spurs	Side
11.0	Melrose	Chevrolet spurs, Platforms	Side
11.0	Melrose	U. S. L. Battery Corp. Fence	Side
18.5	Lorenzo	Cherry Creek	Overhead and Side
20.1	Hayward	Hunt Bros., canneries	Side
29.2	Niles	New bunkers of Niles Sand and Gravel Co.	Side
		Use center tracks only and do not go beyond bunkers at end of these tracks.	
42.0	Radum	Kaiser Paving Co. Tracks	Side
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track	Overhead and Side
		ELMHURST—SANTA CLARA	
41.7	Agnew	Track leading into distillery	Overhead and Side
39.1	Alviso	Bay Side Canning Co.	Side
		AVON—RADUM	
44.6	Concord	Water Tank	Overhead and Side
44.6	Concord	Bridge	Overhead and Side
45.8	Las Juntas	Trolley wire, Interchange track	Overhead
49.6	Widbero	Walnut Creek	Overhead and Side
57.0	San Ramon	Bridge	Overhead and Side
	Danville and Alamo,	Trees, overhanging right of way	Overhead and Side
		SUISUN-FAIRFIELD AND VALLEJO—CALISTOGA	
46.2	Thomasson	E. B. & A. L. Stone Co., rock crushing plant center track (spur)	Overhead and Side
37.2	Napa Jct.	SFNV trolley wire	Overhead
45.5	Napa	Water tank spout	Side
48.8	West Napa	Water tank spout	Overhead and Side
67.5	Bale	Water tank spout	Side
42.8	Rocktram	Bunkers of Basalt Rock Co., outer spur.	Overhead and Side
34.4	Flosden	Shed on platform adjacent to Basalt Rock spur	Side
30.0	Vallejo	Building and platforms of Sperry Flour Co., tracks 1 to 6 inclusive.	Overhead and Side
30.0	Vallejo	Temporary bumper on Sperry No. 5 track	Side
		ELMIRA—CAPAY	
76.0	Winters	Fruit shed	Overhead and Side
76.0	Winters	Water tank spout	Side
		TRACY-BRIGHTON, TRACY-FRESNO, LATHROP-FRESNO AND BRANCHES	
82.0	Tracy	Gates to Holly Sugar Co., spur	Side
78.3	Banta-Lathrop	San Joaquin River Bridge	Overhead and Side
90.9	Stockton	Delta Warehouse	Side
90.9	Stockton	Delta Platform	Side
90.9	Stockton	Girven Warehouse, west end Hazelton Ave.	Side
90.9	Stockton	Union Mills, Farmers' Union Milling Co. and Calif. Nav. and Imp. Co. bldgs. on waterfront track Weber Ave.	Side
100.7	Holden-Peters	Mormon Slough Bridge	Side
103.3	Lodi	Round House Water Tank	Side
103.3	Lodi	Car standing at door No. 1 of Hilvert Shed will not clear man on west side of car on adjacent track	Side
104.3	Lodi-Urgon	Mokelumne River Bridge	Side
129.0	Florin	Water tank spout	Side
110.7	Lockeford	Brick platform at Locke warehouse	Side
114.7	Clements	Water tank spout	Overhead and Side
134.8	Edwin	Clay loading chutes	Overhead and Side
136.7	Clarksona-Dagon	Sutter Creek Bridge	Overhead and Side
100.4	Westley	Water Tank	Side
119.5	Newman	Water Tank	Side
140.2	Los Banos	Water tank spout	Side
140.2	Los Banos	Warehouse north of loading track opp. east leg Y switch	Side
104.3	Ripon-Salida	Stanislaus River Bridge	Side
134.9	Delhi-Livingston	Merced River Bridge	Overhead and Side
136.4	Livingston	Water Tank	Side

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca uncovered and care should be exercised by trainmen while working thereon.

Gravel loading chute at Timba Pit impaired clearance, and engine or cars must not move beyond it.

*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:

All P-8 class, except 2470.
F-1 class: 3611, 3612, 3615, 3619, 3625, 3634, 3636, 3643, 3652;
F-3 class: 3654, 3656, 3658, 3660, 3661, 3664, 3665, 3666;
F-4 class: 3668, 3674, 3676, 3677, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3692, 3701, 3705, 3706, 3709, 3711, 3716, 3717;
F-5 class: 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3764, 3765, 3766, 3767, 3768;
AC-6 class: 4128, 4130, 4135, 4137, 4142, 4143, 4146, 4150;
SP-1 class: 5003, 5006, 5009, 5011, 5013;
SP-2 class: 5017, 5019, 5020, 5021, 5028, 5029, 5033, 5035;
SP-3 class: 5039, 5040, 5041, 5045.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for SP-1-2-3 not cross-counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed trains.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Gas-electric cars backing must not exceed 10 MPH within yard limits, and while moving over highway crossings.

Engines backing must not exceed 20 MPH on all curves, and when approaching highway crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Running Forward With Train	Running Forward Light	Running Backward With Train or Light
DES-200	30	30	30
DES-1 to 7 inc.	40	35	35
DES-100 to 107 inc.	40	35	35

Page	Class of Engine	Station—Territory—Track or Structure	MPH
5	GS-6	Between MP 35 and MP 82	50
7	GS-F-AC-Mt 2	Bridge 76.57—Paradise Cut—Between Banta and San Joaquin Bridge	25
7	GS-F-AC-Mt 2	San Joaquin River Drawbridge	10
7	GS-F-AC-Mt 2	Bridge 104.38—Mokelumne River	25
7	GS-F-AC-Mt 2	Bridge 119.14—Consumnes River	25
8	GS-6	MP 93.5 and MP 111.3	50
8	GS-6	MP 113.6 and MP 125.1	50
8	GS-6	MP 126.9 and MP 135.9	50
8	GS-6	MP 150.6 and MP 199.2	50
8	GS-F-AC-Mt 2	Bridge 104.27—Stanislaus River	25
8	GS-F-AC-Mt 2	Bridge 113.84—Tuolumne River	25
8	GS-F-AC-Mt 2	Bridge 134.84—Merced River	25
8	GS-F-AC-Mt 2	Bridge 194.52—San Joaquin River—West of Herndon	25
8	GS-Mt	Between Biola Jct. and Fresno	55
9	GS-F-AC-Mt 2	Bridge 31.56—Alameda Creek—West of Farwell	25
9	GS-F-AC-Mt 2	Bridge 36.87—Sunol Creek—East of Sunol	25
10	GS-F-AC-Mt 2	Bridge 18.16—San Lorenzo Creek	25

Maximum speed (in MPH) of disabled engines (except S or SE), running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers	20
When all weight has been removed from only one wheel of any pair of drivers	30
When engine truck is removed	20
When main rod only is removed	30
When side rod only is removed	30
When both main and side rods are removed	20
When hauled in train, all rods on	30
Class S and SE engines, under all conditions	20

SPEED RESTRICTIONS: **Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."**

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER															
		STREAMLINER DIESEL POWER UNIT	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2-3-4	Oakland Pier and MP 17.3 (except)	45	45	45	45	45	45	45	40	35	30	45	40	35	30	30	25
2-3-4	Across freight leads, West Oakland	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
2-3-4	On both leads across main tracks to West Oakland	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
2-3-4	MP 17.3 and MP 27.9 (except)	80	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2-3-4	MP 21.5 and MP 27.9, Tangent	60	50	50	50	50	50	45	40	35	40	45	40	35	30	20	20
	MP 21.5 and MP 27.9, on curves	45	40	40	40	40	40	40	40	35	35	40	40	35	30	20	20
2-3-4	MP 27.9 and MP 35.3 (except)	45	45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
2-3-4	Passing Port Costa Station	45	40	40	40	40	40	40	40	35	20	40	40	35	30	20	20
2-3-4	Over Span No. 12 (lift span) Martinez-Benicia bridge 33.3	30	30	30	30	30	30	30	30	30	30	30	30	30	30	20	20
2-3-4	MP 35.3 and MP 85.5 (except)	95	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2-3-4	MP 47 and Rio Vista Road Crossing east of Passenger Station Suisun-Fairfield	45	45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
2-3-4	MP 74.2 and MP 77.3	45	40	40	40	40	40	40	40	35	30	40	40	35	30	20	20
	Between East switch (North Line) and Passenger Station, Davis	40	40	40	40	40	40	40	40	35	30	40	40	35	30	20	20
2-3-4	MP 85.5 and Sacramento (except)	45	45	45	45	45	45	45	40	35	30	45	40	35	30	30	25
2-3-4	Sacramento Northern Ry. Crossing	40	40	40	40	40	40	40	40	35	30	40	40	35	30	20	20
2-3-4	Sacramento River Drawbridge	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
4	Elmira and Winters		30	30	30	30	30	30	30	30	30		30	30	30	20	15
4	Winters and end of track										15					15	20
4	Suisun-Fairfield and Cordelia		40	40	40	40	40	40	40	35	25		30	30	30	20	20
4	Cordelia and Napa Junction		35	35	35	35	35	35	35	35	25		35	35	35	15	15
5	Martinez to End of Double Track Mococo, Eastward Track		45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
5	End of Double Track Mococo to Martinez, Westward Track		30	30	30	30	30	30	30	30	20	30	30	30	30	20	20
5	End of Double Track Mococo and MP 41		55	55	55	55	50	45	40	35	35	45	40	35	30	20	20
5	MP 41 and MP 43.5		50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
5	MP 43.5 and Tracy		60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
5-6-7-9	Between yard limit signs on Martinez and Niles lines and yard limit sign on Los Banos line and overhead crossing east of puzzle switch on Lathrop line, Tracy (except)		45	45	45	45	45	45	40	35	30	45	40	35	30	30	25
5-6-7-9	Between MP 83 on Los Banos line, end of double track on Lathrop line and "C" Street crossing on Martinez and Niles lines just west of station building		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
5	Avon and San Ramon (except)										20					15	15
5	Over Bridges 44-E, 49-C and 57-A										10					10	10
5	San Ramon and Radum										20					20	20
5	Napa Junction and MP 53.5 (except)										25					15	15
5	Crossing east Napa Station and Calistoga Road Crossing east of Napa										8					8	8
5	MP 53.5 and Calistoga										20					15	15
5	Napa Junction and Vallejo										25					15	15
5	Napa Junction and Schellville (except)										25					15	15
5	Over Napa River Drawbridge										10					10	10
5	West Napa and Union										8					8	8
6	Tracy and Fresno (except)		55	55	55	55	50	45	40	35	40	45	40	35	30	30	25
6	Over W. P. Crossing, Lyoth		40	40	40	40	40	40	40	35	25	40	40	35	30	20	20
6	Between yard limit signs, Los Banos		45	45	45	45	45	45	40	35	30	45	40	35	30	30	25
6	Biola Junction and Kerman		30	30	30	30	30	30	30	30	30	30	30	30	30	20	20
6	Junction switch each end crossover to Biola line		25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
6	Lodi and Woodbridge										10					10	10
6	Lodi and MP 121.4										25					15	15
6	MP 121.4 and MP 132.3										20					15	15
6	MP 132.3 and MP 139.7										15					15	15
6	MP 139.7 and Kentucky House										20					15	15

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT		
		PASSENGER															
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E T P C TW	Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
7	Tracy and Lathrop (except)	60	60	60	55	50	45	40	35	40	45	40	35	30	30		25
7	Over San Joaquin River Drawbridge	15	15	15	15	15	15	15	15	15	15	15	15	15	15		15
7	Lathrop and French Camp Tower	55	55	55	55	50	45	40	35	40	45	40	35	30	30		25
7	French Camp Tower and Stockton Tower No. 4	45	45	45	45	45	45	40	35	30	45	40	35	30	30		25
7	Stockton Tower No. 4 and End of Double Track MP 95	55	55	55	55	50	45	40	35	35	45	40	35	30	30		25
7	Through turnout C. T. C. switch at End of Double Track, MP 95	25	25	25	25	25	25	25	25	20	25	25	25	25	20		20
7	MP 95 and MP 102	65	65	60	55	50	45	40	35	40	45	40	35	30	30		25
7	MP 102 and MP 104	50	50	50	50	50	45	40	35	40	45	40	35	30	30		25
7	MP 104 and MP 132	65	65	60	55	50	45	40	35	40	45	40	35	30	30		25
7	MP 132 and Brighton	50	50	50	50	50	45	40	35	40	45	40	35	30	30		25
7	Galt and Ione (except)	...	...	...	...	...	...	...	...	30	...	...	...	...	20		20
7	MP 125.5 and MP 127.1	...	...	...	...	...	...	...	...	25	...	...	...	...	15		15
7	Sutter Ck. Bdg. between Clarksona and Dagon	...	...	...	...	...	...	...	...	15	...	...	...	...	15		15
7	Stockton and Montpelier (except)	...	...	...	...	...	...	...	...	30	...	...	...	...	20		20
7	Peters, between switches	...	...	...	...	...	...	...	...	10	...	...	...	...	10		10
8	West leg wye leading to Fresno main track Lathrop to Signal 939SA, east of W. P. Crossing	30	30	30	30	30	30	30	30	20	30	30	30	30	20		20
8	East leg outer wye Lathrop	15	15	15	15	15	15	15	15	15	15	15	15	15	15		15
8	W. P. Crossing and Biola Jct. (except)	65	65	55	55	50	45	40	35	40	45	40	35	30	30		25
8	W. P. Crossing and MP 113.6, MP 135.9 and MP 154.9, MP 198.6 and Biola Jct	60	60	55	55	50	45	40	35	40	40	40	35	30	30		25
8	Over Highway Crossing east of Station, Manteca	45	45	45	45	45	45	40	35	30	40	40	35	30	20		20
8	Between west switch of No. 2 siding and east switch of No. 3 siding Modesto	45	45	45	45	45	45	40	35	30	40	40	35	30	30		25
8	Between eastward double-arm signal 1252, west end of yard, and westward double-arm signal 1263, east end of yard, Turlock	45	45	45	45	45	45	40	35	30	40	40	35	30	30		25
8	Over Merced River Bridge	50	50	50	50	50	45	40	35	35	45	40	35	30	30		25
8	Over Street Crossing west of Station, Livingston	45	45	45	45	45	45	40	35	30	40	40	35	30	20		20
8	Between eastward double-arm signal 1498, west end of yard, and westward double-arm signal 1513, east end of yard, Merced	45	45	45	45	45	45	40	35	30	40	40	35	30	30		25
8	Between Fresno River Bridge west of Station building and east switch of siding, Madera	45	45	45	45	45	45	40	35	30	40	40	35	30	30		25
8	Biola Junction and Fresno (except)	60	60	55	55	50	45	40	35	35	40	40	35	30	30		25
8	Through Interlocking at Biola Jct	40	40	40	40	40	40	40	35	35	40	40	35	30	20		20
8	Eastward trains end double track MP 201.9	25	25	25	25	25	25	25	25	25	25	25	25	25	20		20
8	Westward trains end double track MP 201.9	35	35	35	35	35	35	35	35	35	35	35	35	30	20		20
8	Berenda and Daulton	...	...	...	...	...	...	...	...	20	...	...	...	...	15		15
8	Chowchilla and Ash	...	...	...	...	...	...	...	...	20	...	...	...	...	20		20
8	Ash and Dairyland	...	...	...	...	...	...	...	...	10	...	...	...	...	10		10
9	Redwood Jct. and Niles Jct. (except)	50	50	50	50	50	45	40	35	40	45	40	35	30	20		20
9	Newark Slough Drawbridge	20	20	20	20	20	20	20	20	20	20	20	20	20	20		20
9	San Francisco Bay Bridge	30	30	30	30	30	30	30	30	30	30	30	30	30	20		20
9	Niles Jct. and Tracy (except)	35	35	35	35	35	35	35	35	35	35	35	35	30	20		20
9	Niles Jct. and MP 37.1	25	25	25	25	25	25	25	25	25	25	25	25	25	20		20
5-9	Through Eliot yard	20	20	20	20	20	20	20	20	20	20	20	20	20	20		20
9	MP 52 and MP 63	25	25	25	25	25	25	25	25	25	25	25	25	25	20		20
9	Niles and San Jose (except)	40	40	40	40	40	40	40	35	25	40	40	35	30	20		20
9	With GS, MT, AC and F Engines	30	...	...	30	30	...	30	...	25	30	30	30	30	15		15
9	San Jose yard	15	15	15	15	15	15	15	15	15	15	15	15	15	15		15
10	Oakland Pier and Elmhurst (except)	45	45	45	45	45	45	40	35	30	45	40	35	30	30		25
10	On curve west of and across freight leads West Oakland	20	20	20	20	20	20	20	20	20	20	20	20	20	20		20
10	On both leads across main tracks to West Oakland	15	15	15	15	15	15	15	15	15	15	15	15	15	15		15
10	Over Adeline St. Crossing, Oakland	20	20	20	20	20	20	20	20	20	20	20	20	20	20		20
10	Oakland (First Street) and Fruitvale	30	30	30	30	30	30	30	30	20	30	30	30	30	30		25
10	Elmhurst and MP 25	60	60	55	55	50	45	40	35	35	45	40	35	30	30		25
10	MP 25 and east switch Newark (except)	50	50	50	50	50	45	40	35	35	45	40	35	30	30		25
10	MP 29.2, on curve	40	40	40	40	40	40	40	35	35	40	40	35	30	30		25
10	Newark yard	40	40	40	40	40	40	40	35	25	40	40	35	30	15		15
10	East switch Newark and MP 43.7 (except)	60	60	55	55	50	45	40	35	35	45	40	35	30	30		25
10	MP 39.2, on curve	40	40	40	40	40	40	40	35	35	40	40	35	30	30		25
10	MP 43.7 and Santa Clara	50	50	50	50	50	45	40	35	35	45	40	35	30	20		20
10	Elmhurst and Niles	50	50	50	50	50	45	40	35	35	45	40	35	30	30		25

Streamliner "CITY OF SAN FRANCISCO" must not exceed speed permitted other passenger trains when operating against the current of traffic, or when handled by steam power.

Nos. 51 and 52 when handled by P-7-8-10 class engines which have been cross counter-balanced, may run not to exceed 65 MPH in territory where maximum speed of 60 MPH is authorized in Speed Restrictions table.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS:

PAGE	LOCATION	Passenger MPH	Freight MPH	Engine Backing MPH
2, 3, 4	Martinez, over grade crossings, (except)	15	15	15
	Eastward trains operating over Benicia Bridge	20	30	15
2, 3, 4	Dixon	50	35	20
2, 3, 4	Washington	20	20	20
5	Pittsburg	25	25	20
5	Vallejo, Tennessee St. crossing	15	15	10
5	Napa	8	8	8
5	St. Helena	12	12	12
6-7	Lodi	15	15	15
6-8	Fresno	20	20	12
7	Stockton, main tracks, (except)	20	20	20
	Between Wilson Way and Sacramento St.	8	8	8
	Tracks other than main tracks	8	8	8
7	Oakdale	20	20	20
9	Pleasanton	15	15	15
9	Livermore	10	10	10
9	San Jose, unprotected grade crossings	12	12	12
10	Oakland, between Market and Oak Sts.	15	15	15
10	Alviso	35	25	15
..	Oakland over San Pablo Ave. at Stanford	15	15	15
..	Oakland over Fruitvale Ave. Drawbridge	8	8	8
..	Berkeley over Ward St.	15	15	15
..	Alameda over Pacific Ave. & Buena Vista Ave.	6	6	6

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT:

PAGE		MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
All	On tangent main tracks	35
	except SPMW 4044	25
All	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
All	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
All	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
All	On tangent main tracks	35
All	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
All	Through interlockings with caution.	

Trains pushing or backing passenger equipment must not exceed 15 MPH.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger trains.

Maximum speed for passenger trains handling box cars equipped with steel wheels and trains consisting entirely of system or foreign line box cars so equipped is 60 MPH. When such cars are equipped with high speed trucks and proper braking equipment and pass required terminal inspection they may be handled in regular passenger trains at passenger speeds.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution, Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:	10
Port Costa and MP 28, on working track	15
Through controlled sidings in C. T. C.	25
Through controlled sidings in C. T. C. under Caution Indication	12
Through eastward siding, Lathrop	20
On Winery spur, Madera	20
On Salt spur, Dumbarton	8
On spur, Ravenswood	8

RATING OF ENGINES—WESTERN DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Oakland and Tracy via Antioch Oakland and Santa Clara Tracy and Fresno Tracy and Brighton Lathrop and Fresno	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood Jct.	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield	Napa Jct. and Union	Union and Calistoga	Stockton and Montpellier	Lodi to Wallace Toyon to Macnider	Wallace to Toyon Macnider to Kentucky House	Macnider to Toyon	Valley Spring to Norval	Kentucky House to Macnider Toyon to Valley Spring Norval to Lodi			
DES-1,2,3,4,5,6,7	1000 to 1022	3200	1000	2150	1950	1950	3200	800	850	....	....	....	....	....	....	....	....	....	....	....	....	....
DES-100 to 107	1300 to 1395	4500	1600	3350	3100	3100	4500	1250	1350	....	....	....	....	....	....	....	....	....	....	....	....	....
E-23	1500 and 1502	3350	1400	2950	2800	2600	4000	1000	1050	800	1100	1300	1300	2300	2600	560	1050	1650	3350	....	....	....
M-4	1617 to 1713	4450	1900	3900	3700	3450	5250	1400	1500	1100	1500	1800	1800	3050	3450	800	1450	2200	4450	....	....	....
M-6, 8	1721 to 1803, 1823 to 1825	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	....	3600	4050	910	1600	2600	5250	....	....	....
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	5500	2400	4850	4600	4300	6500	1750	1850	1400	1900	2250	....	3800	4250	970	1700	2750	5500	....	....	....
M-11	1832 to 1835	5700	2500	5000	4800	4450	6800	1800	1900	1450	2000	2300	....	3950	4450	1050	1900	2900	5750	....	....	....
T-1	2242 to 2271	3800	1650	3300	3150	2950	4500	1150	1250	950	1300	1500	1500	2600	2950	680	1200	1900	3800	....	....	....
T-8, 9	2161, 2174 and 2178	2750	1150	2400	2250	2100	3250	830	880	650	920	1050	1050	1850	2100	460	860	1350	2750	....	....	....
T-23	2301 to 2310	5500	2350	4800	4550	4300	6450	1750	1850	1350	1900	2200	....	3750	4250	1000	1750	2750	5500	....	....	....
T-26	2283 to 2299	4800	2000	4200	3900	3750	5550	1500	1600	1150	1600	1900	....	3300	3750	850	1550	2400	4850	....	....	....
T-28, 31	2311 to 2362	6000	2600	5250	5000	4700	7100	1900	2000	1500	2100	2450	....	4150	4650	1050	1850	2950	6000	....	....	....
T-32, 40	2363 to 2384	6150	2600	5350	5000	4800	7100	1950	2050	1500	2100	2500	....	4200	4650	1050	1850	2950	6150	....	....	....
T-36	2103	4050	1750	3550	3400	3150	4800	1300	1350	1000	1400	1650	1650	2800	3150	760	1350	2050	4050	....	....	....
T-37	2105 and 2106	5450	2350	4800	4600	4250	6500	1700	1800	1350	1900	2200	....	3750	4250	1000	1800	2750	5500	....	....	....
T-57, 58	2385 and 2386	4950	2150	4300	4100	3850	5850	1550	1650	1250	1700	2000	....	3400	3850	910	1600	2500	4950	....	....	....
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	4950	2050	4300	4000	3850	5700	1500	1600	1150	1600	1950	....	3350	3850	850	1550	2450	4950	....	....	....
P-1	2400, 2403 to 2407 and 2415	4950	2150	4300	4000	4150	5700	1500	1600	1200	1700	2100	....	3600	4000	890	1650	2550	5200	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5450	2400	4750	4400	4550	6250	1650	1750	1350	1900	2300	....	4000	4200	930	1700	2700	5450	....	....	....
P-6	2453, 2454 and 2458	6100	2550	5350	4950	4750	7050	1900	2000	1500	2100	2450	....	4200	4750	1050	1950	3050	6150	....	....	....
P-7	2476 and 2477	6500	2800	5700	5450	5050	7750	2050	2150	1600	2250	2600	....	4450	5050	1150	2100	3250	6550	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	6800	2850	5900	5550	5300	7950	2050	2200	1600	2250	2650	....	4650	5250	1150	2150	3350	6800	....	....	....
P-8, 10	2475, 2484 to 2491	6800	3050	5900	5550	5700	7950	2050	2200	1750	2400	2800	....	5000	5550	1250	2250	3550	7150	....	....	....
P-11	3100 to 3109	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	....	3600	4100	930	1700	2650	5350	....	....	....
P-12	3120 to 3129	6900	2900	6000	5750	5350	8100	2100	2200	1700	2400	2800	....	4850	5550	1200	2250	3550	7150	....	....	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	....	4550	5150	1250	2200	3350	6600	....	....	....
C-15, 32	2500, 2505 to 2507	4250	1850	3700	3550	3300	5050	1350	1400	1100	1450	1700	....	2900	3300	800	1400	2150	4250	....	....	....
C-17	2510 and 2511	5200	2300	4550	4350	4050	6200	1700	1800	1350	1850	2150	....	3600	4050	1000	1750	2650	5250	....	....	....
C-18	3400 to 3409	6050	2650	5300	5100	4750	7200	1950	2050	1550	2150	2500	....	4200	4750	1150	2000	3100	6100	....	....	....
C-19	3410 to 3426	6300	2750	5550	5300	4950	7500	2000	2150	1650	2200	2600	....	4350	4950	1200	2100	3200	6350	....	....	....
TW-1	2900 to 2913	5050	2200	4400	4200	3950	6000	1600	1700	1300	1750	2050	....	3450	3950	950	1650	2550	5100	....	....	....
TW-2, 3	2932 to 2952	4050	1750	3550	3400	3150	4800	1250	1350	1000	1400	1600	1600	2800	3150	740	1300	2050	4100	....	....	....
TW-4, 6	2926 to 2931 and 2957	3850	1650	3350	3200	3000	4600	1200	1250	960	1300	1550	1550	2650	3000	690	1250	1900	3850	....	....	....
TW-8	2914 to 2923	5550	2450	4900	4650	4350	6600	1750	1850	1400	1950	2250	....	3850	4350	1050	1850	2800	5600	....	....	....
A-3	3029	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	1500	1500	2650	3000	630	1200	1900	3950	....	....	....
A-3	3025, 3036, 3052 and 3057	3900	1650	3400	3050	3300	4400	1150	1200	910	1300	1550	1550	2900	3150	660	1250	2000	4150	....	....	....
A-6	3000 to 3003	4800	2100	4150	3750	4050	5400	1450	1550	1150	1650	1850	1850	3550	3700	800	1500	2350	4800	....	....	....
Mk-2, 4	3201 to 3240	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	....	....	5250	....	....	....	....	....	....	....	....
Mk-5, 6	3241 to 3277	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	....	....	5800	....	....	....	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	9200	4050	8050	7750	7200	10900	2950	3150	2400	3250	....	....	....	....	....	....	....	....	....	....	....
Mk-10	3295	7100	3100	6200	5950	5550	8450	2300	2400	1850	2500	....	....	4900	....	....	....	....	....	....	....	....
Mk-11	3297 and 3298	6800	3000	5950	5700	5300	8050	2200	2300	1750	2400	....	....	4700	....	....	....	....	....	....	....	....
F-1	3600 to 3652	9600	4200	8400	8050	7500	11400	3050	3250	2500	3400	....	....	....	....	....	....	....	....	....	....	....
F-3	3653 to 3667	11000	4850	9650	9250	8600	13100	3550	3750	2850	3850	....	....	....	....	....	....	....	....	....	....	....
F-4, 5	3668 to 3769	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	....	....	....	....	....	....	....	....	....	....	....
AM-2	3900 to 3911	10900	4750	9550	9100	8500	12900	3500	3700	....	....	....	....	....	....	....	....	....	....	....	....	....
MM-3	3930 and 3931	12800	5600	11200	10700	10000	15200	3950	4300	....	....	....	....	....	....	....	....	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	13300	5900	11650	11150	10400	15800	4300	4550	....	....	....	....	....	....	....	....	....	....	....	....	....
AC-4, 5	4100 to 4125	17300	7650	15100	14500	13500	18500	5600	5950	....	....	....	....	....	....	....	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	18300	8050	16000	15300	14300	18500	5900	6200	....	....	....	....	....	....	....	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	9000	4050	7850	7400	7450	10550	2800	3000	2250	3100	....	....	....	....	....	....	....	....	....	....	....
Mt-2	4385 to 4390	9750	4200	8500	8150	7600	11500	3050	3250	2450	3350	....	....	....	....	....	....	....	....	....	....	....
GS-1, 2	4400 to 4415	9600	4300	8400	7900	7800	11250	3000	3150	2300	3250	....	....	....	....	....	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	10200	4400	8900	8500	8000	12000	3100	3300	2450	3400	....	....	....	....	....	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	12950	5700	11350	10850	10150	15350	4150	4400	....	....	....	....	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 M's	6	6	6	6	6	6	3	3	3	3	3	3	6								
	45 M's to 55 M's	3	3	3	3	3	3	3	3	3	3	3	3	3								
	More than 55 M's	0	0	0	0	0	0	0	0	0	0	0	0	0								

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

DIVISION MILEAGE

MAIN LINES

Oakland Pier to West Oakland	C. P. Ry.	1.01	
West Oakland to Washington, via Martinez	S. P. R. R.	86.20	
Davis to end Western Division	S. P. R. R.	1.45	
Martinez to Tracy	S. P. R. R.	47.62	
Tracy to Biola Junction	C. P. Ry.	116.89	
Oakland Pier to Tracy, via Niles	C. P. Ry.	67.45	
Lathrop to Polk	C. P. Ry.	50.30	
Elmhurst to Santa Clara	S. P. C. Ry.	30.26	
End Coast Division to Niles Junction	C. P. Ry.	14.85	
Niles to San Jose	C. P. Ry.	16.08	
Tracy to Fresno	S. P. R. R.	124.18	
Kerman to Biola Junction	S. P. R. R.	5.84	
	F. T. Co.	8.69	
Total Main Lines			570.82

BRANCHES

Alvarado	C. P. Ry.	Halvern to Alvarado	2.63	
Winters	S. P. R. R.	Elmira to End of Track	30.74	
Chowchilla	V. E. R. R.	Chowchilla to Dairyland	10.23	
Ione	S. P. R. R.	Galt to Ione	26.91	
Lodi	C. P. Ry.	Lodi to Lodi	.01	
	S. P. R. R.	Lodi to Woodbridge	2.58	
	S. P. R. R.	Lodi to Valley Spring	26.67	
	S. P. Co.	Valley Spring to Kentucky House	12.65	
Madera Spur	S. P. R. R.	Madera to end of Madera Spur	3.89	
Napa	S. P. R. R.	Suisun-Fairfield to Calistoga	47.34	
Vallejo	S. P. R. R.	Napa Jct. to Vallejo	7.14	
Oakdale	S. P. R. R.	Stockton to Montpellier	49.33	
Berenda	S. P. R. R.	Berenda to Daulton	11.90	
Richmond Spur	S. P. R. R.	San Pablo to Richmond Transfer	2.03	
Riverdale	S. P. R. R.	Ingle Easterly	.25	
San Ramon	S. P. R. R.	Avon to Radum	29.85	
Schellville	S. P. R. R.	Napa Jct. to Schellville	11.30	
Stonehurst	C. P. Ry.	Elmhurst to Stonehurst	.75	
Union	S. P. R. R.	Union to West Napa	2.30	
Total Branches				278.50
Total Western Division				849.32

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon.
San Francisco	Dr. W. W. Washburn	Assistant Chief Surgeon.
San Francisco	Dr. E. N. Greenwood	Supervisor of Surgical Services, General Hospital.
San Francisco	Dr. R. Emmet Allen	Supervisor of Medical Services, General Hospital.
San Francisco	Dr. Clinton Horn	Medical Examiner, 65 Market St.
Oakland	Dr. J. I. Vickerson	Division Surgeon.
Oakland	Dr. F. H. Tebbe	District Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
Oakland	Dr. Chas. H. De Vaul	Oculist.
Oakland	Dr. Henri A. Shefoff	District Surgeon.
West Oakland	Dr. D. H. Stomberg	District Examiner and Surgeon.
Oakland	Dr. William R. McGrew	District Surgeon.
Oakland	Dr. H. G. C. Boge	District Surgeon.
Oakland	Dr. John J. Phillips	District Surgeon.
Oakland (North)	Dr. N. P. Dunne	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Berkeley	Dr. Clarence E. Hass	Oculist.
Albany	Dr. Douglas Ream	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	District Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
Vallejo	Dr. E. A. Peterson	District Examiner and Surgeon.
Vallejo	Dr. Burton F. Jones	District Surgeon.
Napa	Dr. D. H. Murray	District Examiner and Surgeon.
St. Helena	Dr. M. M. Booth	District Surgeon.
Calistoga	Dr. Frank McGreane	District Surgeon.
Santa Rosa	Dr. A. B. Herrick	District Examiner and Surgeon.
Benicia	Dr. N. J. Crisp	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Martinez	Dr. A. G. Carroll	Assistant District Surgeon.
Concord	Dr. E. B. Todd	Emergency Surgeon.
Walnut Creek	Dr. M. C. Bolender	Emergency Surgeon.
Danville	Dr. John Blemer	Emergency Surgeon.
Pittsburg	Dr. Claude L. Kerns	Emergency Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Suisun-Fairfield	Dr. S. J. Bransford	District Surgeon.
Suisun-Fairfield	Dr. Felix R. Rossi, Jr.	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Esparto	Dr. W. D. Garcelon	Emergency Surgeon.
Dixon	Dr. O. P. Floreth	District Surgeon.
Davis	Dr. T. E. Cooper	Emergency Surgeon.
Davis	Dr. Leo. A. Cronan	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	Division Examiner and Surgeon.
Sacramento	Dr. Walter W. Cress	Division Surgeon.
Sacramento	Dr. Manuel L. Azevedo	District Surgeon.
Sacramento	Dr. George E. Chappell	District Surgeon.
Sacramento	Dr. James E. Conklin	District Surgeon.
Sacramento	Dr. Geo. A. Spencer	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Alameda	Dr. A. L. Guerra	District Surgeon.
Alameda	Dr. Douglas D. Stafford	District Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. C. Hatteroth	District Surgeon.
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. L. E. Lacey	District Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Fruitvale	Dr. G. W. Dygert	Assistant District Surgeon.
Elmhurst	Dr. E. L. Armstrong	District Surgeon.
San Leandro	Dr. Geo. T. Honaker	District Surgeon.
Hayward	Dr. F. A. Brown	District Surgeon.
Centerville	Dr. G. S. Holeman	District Surgeon.
Pleasanton	Dr. Harold J. Shanks	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
San Jose	Dr. C. M. Burchfiel	District Surgeon.
San Jose	Dr. C. Kelly Canelo	District Surgeon.
Tracy	Dr. Allan R. Powers	District Examiner and Surgeon.
Tracy	Dr. H. K. Wilson	District Surgeon.
Elk Grove	Dr. Paul W. Frame	District Surgeon.
Galt	Dr. V. E. Greer, Jr.	District Surgeon.
Ione	Dr. Hugo Childress	District Surgeon.
Stockton	Dr. D. R. Powell	Oculist and Aurist.
Stockton	Dr. Leo D. Smith	District Examiner and Surgeon.
Stockton	Dr. Wm. Richli	Assistant District Surgeon.
Lodi	Dr. L. J. Petersen	District Surgeon.
Lodi	Dr. R. L. Owens	District Surgeon.
Lockeford	Dr. N. R. Barbour	Emergency Surgeon.
Oakdale	Dr. E. E. Chouret	District Surgeon.
Manteca	Dr. K. W. Hidy	Emergency Surgeon.
Manteca	Dr. Curtis M. Galt	Emergency Surgeon.
Modesto	Dr. E. R. McPheeters	District Examiner and Surgeon.
Modesto	Dr. Fred R. DeLappe	District Examiner and Surgeon.
Modesto	Dr. J. A. Porter	Oculist and Aurist.
Ceres	Dr. F. K. Lord	Emergency Surgeon.
Turlock	Dr. M. C. Collins	District Surgeon.
Livingston	Dr. Chas. L. Garvin	District Surgeon.
Merced	Dr. E. R. Fountain	District Examiner and Surgeon.
Chowchilla	Dr. Herbert O. Leff	Emergency Surgeon.
Chowchilla	Dr. A. B. Bigler	Emergency Surgeon.
Madera	Dr. D. H. Ransome	District Surgeon.
Madera	Dr. R. R. Dearborn	District Surgeon.
Fresno	Dr. Chas. A. James	District Examiner and Surgeon.
Fresno	Dr. E. A. Patterson	Assistant District Surgeon.
Fresno	Dr. Wayne A. Hunt	Aurist.
Fresno	Dr. L. G. Price	Oculist.
Kerman	Dr. J. C. Drake	District Surgeon.
Patterson	Dr. E. G. Allen	District Surgeon.
Crows Landing	Dr. E. G. Allen	District Surgeon.
Newman	Dr. A. M. Roscoe	District Surgeon.
Newman	Dr. James E. Thompson	Assistant District Surgeon.
Gustine	Dr. A. W. Gustafson	Emergency Surgeon.
Los Banos	Dr. L. R. Hillyer	District Surgeon.
Dos Palos	Dr. J. L. Vaught	Emergency Surgeon.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL	SACRAMENTO
S. P. EMERGENCY HOSPITAL	WEST OAKLAND

TERMINAL SUPERINTENDENT

W. E. EASTMAN	West Oakland

ASST. TERMINAL SUPERINTENDENTS

F. J. DIGNON	West Oakland
M. A. JENSEN	West Oakland

TRAINMASTERS

A. J. FERRARA	Oakland Pier
P. D. ROBINSON	Oakland Pier
A. W. KILBORN	Suisun-Fairfield
L. W. MONEY	Stockton
N. B. EDDLESTONE	Tracy

ASST. TRAINMASTERS

P. W. DORNFELD	Pittsburg
V. E. ANDERSON	Livermore

TERMINAL TRAINMASTERS

W. S. CHAMNEY	West Oakland
E. A. KEATING	West Oakland
J. T. AREY	Port Costa
A. D. HAZLETT	Tracy

CHIEF TRAIN DISPATCHERS

J. B. WATTS	Oakland Pier
F. A. SMITH	Stockton

ASST. CHIEF TRAIN DISPATCHERS

S. C. W. HANSEN	Oakland Pier
H. A. SHIELDS	Oakland Pier
B. H. HORTON	Oakland Pier
H. BATES	Oakland Pier
O. T. ALEXANDER	Oakland Pier
M. T. ROUSE	Stockton
A. COVINGTON	Stockton
G. F. PUMPHREY	Stockton

ROAD FOREMEN OF ENGINES

J. H. SUSKE	West Oakland
B. E. STONE	Tracy

ENGINEMEN'S INSTRUCTOR

W. G. ELMORE	Tracy

DIVISION EXAMINER

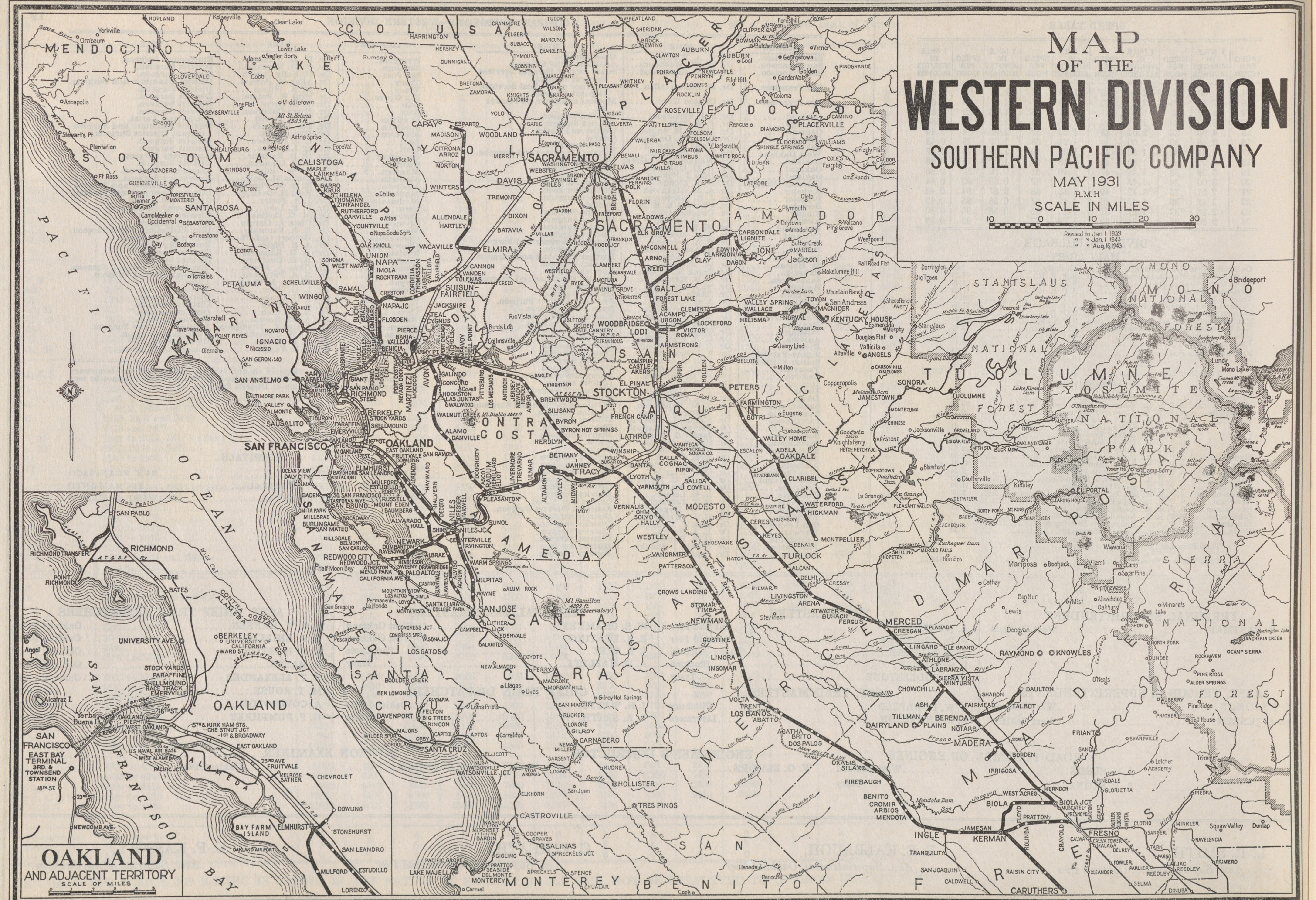
V. S. BURNHAM	Oakland Pier

L. R. SMITH,
Asst. Superintendent, Oakland Pier

F. E. KALBAUGH,
Asst. Superintendent, Oakland Pier

C. F. HEATH,
Asst. Superintendent, Oakland Pier

E. F. NASSOIY,
Asst. Superintendent, Stockton



MAP OF THE WESTERN DIVISION

SOUTHERN PACIFIC COMPANY

MAY 1931
R.M.H
SCALE IN MILES
10 0 10 20 30
Revised to Jan 1 1939
" " Jan 1 1943
" " Aug 16, 1943

OAKLAND AND ADJACENT TERRITORY
SCALE OF MILES

MENDOCINO
LAKE
COLUSA
SONOMA
NAPA
YOLO
SOLANO
PLACER
ELDORADO
SACRAMENTO
AMADOR
CALAVERAS
MARIN
CONTRA COSTA
SAN JOAQUIN
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
STANISLAUS
TUOLUMNE
MERCED
MARIPOSA
MADERA
FRESNO
MONTEREY
SAN BENITO
MONO
PACIFIC OCEAN
SAN FRANCISCO BAY
STANISLAUS NATIONAL FOREST
MONO NATIONAL FOREST
YOSEMITE NATIONAL PARK
SIERRA NATIONAL FOREST
SACRAMENTO
STOCKTON
OAKLAND
SAN FRANCISCO
BERKELEY
RICHMOND
SAN JOSE
MODESTO
MERCED
FRESNO
MADERA
TRACY
LODI
AUBURN
ROSEVILLE
PLACERVILLE
DAVIS
WOODLAND
NAPA
VALLEJO
BENICIA
MARTINEZ
SANTA ROSA
PETALUMA
CALISTOGA
SAUSALITO
SAN RAFAEL
PALO ALTO
REDWOOD CITY
SANTA CRUZ
WATSONVILLE
SALINAS
HOLLISTER
GILROY
LOS GATOS
LIVERMORE
PLEASANTON
NILES
TURLOCK
OAKDALE
LOS BANOS
CHOWCHILLA
KERMAN
REEDLEY
SELMA
Mt. St. Helena 4343 ft.
Mt. Diablo 3849 ft.
Mt. Hamilton 4209 ft. (Lick Observatory)
Sacramento River
San Joaquin River
Tuolumne River
Merced River
Stanislaus River
Mokelumne River
Kings River
Alcatraz I.
Angel I.
Yerba Buena I.
Bay Farm Island
SAN FRANCISCO EAST BAY TERMINAL
3RD. & TOWNSEND STATION
ELMHURST
ALAMEDA
EMERYVILLE
16TH ST.
OAKLAND PIER
SAN LEANDRO